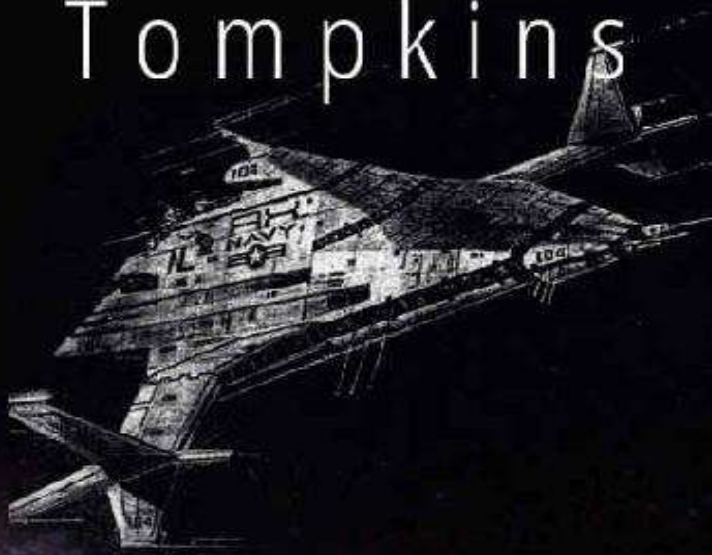
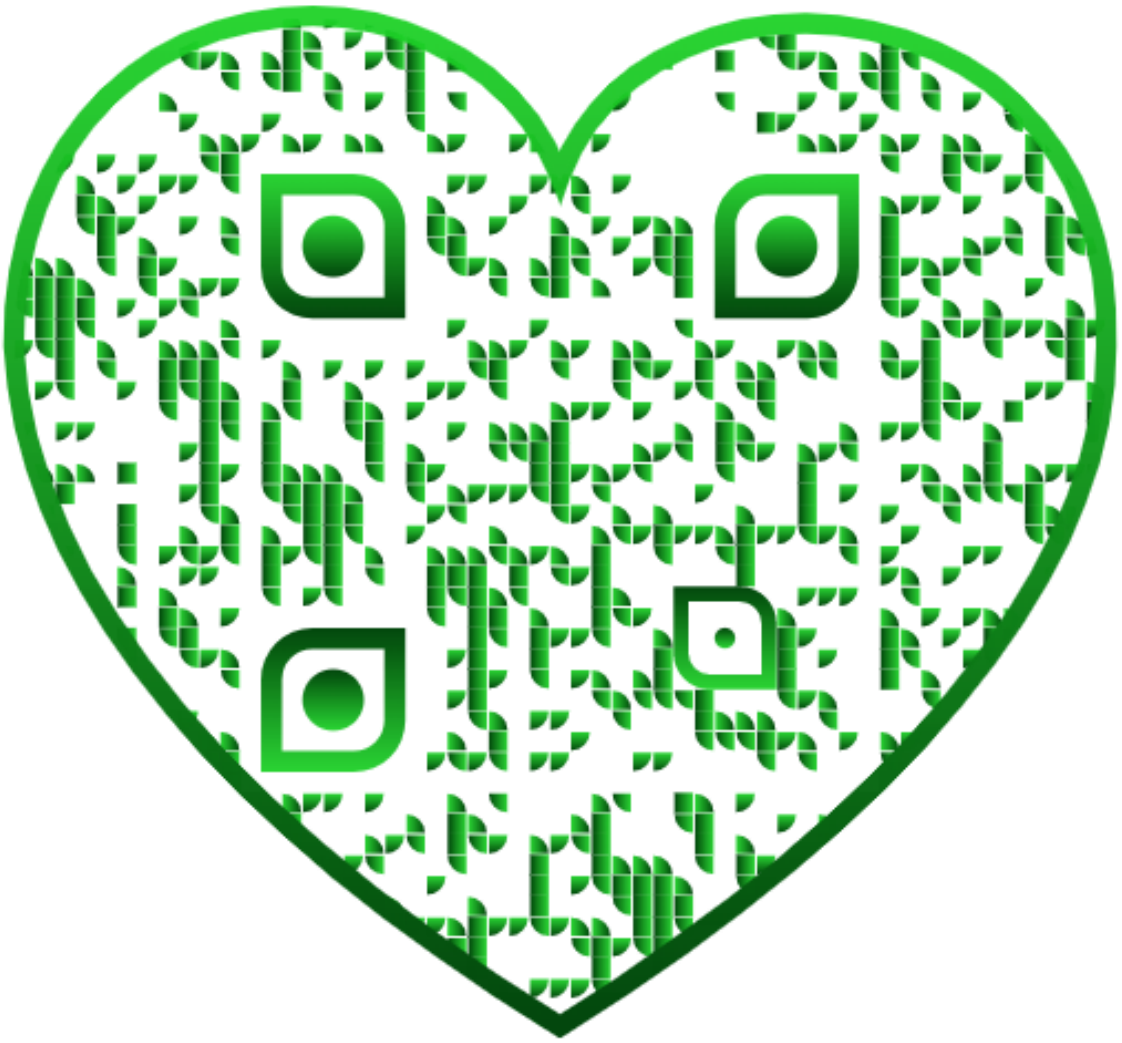
William Mills Tompkins



SELECTED BY EXTRATERRESTRIALS

VOLUME 3: MY SPOKEN WORDS

My life in the top-secret world of UFOs, Think Tanks, and Nordic secretaries



Selected by Extraterrestrials My Spoken Words Volume 3

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My life in the top-secret world of UFOs, Think Tanks and Nordic secretaries

William Mills Tompkins

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PREFACE

Bill's first book, *Selected by Extraterrestrials* was his autobiography up to about 1970. His second book, Volume Two with the same title, completed the publication of the words he had written on his computer, and covered the rest of his life to about the year 2000, and clarified some of his earlier reports with fascinating details.

After the publication of the first book in 2015, several radio and TV show hosts, and UFO researchers were interested in interviewing Bill Tompkins. He died on August 21, 2017. Bill had about eighty hours of interviews with various hosts. This Volume Three is a word for word review of what he *said*, as distinguished to what he *wrote*.

These eighty hours contain a mixture of magical moments of fascinating revelations interspersed among well-established concepts from the first two books. Bill told the interrogators what he remembered, over a span of nearly two years. Bill rarely relied on any notes other than some pages he was asked to show on camera.

The editors have taken the trouble, time, and energy to have transcribed every word, and claim they have captured the exact wording of what Bill said, very occasionally corrected for grammar, or the deletion of interjections such as "OK" and filler words such as "so", which he often used in his conversations.

Many of the photos of German craft are shown in Chapters 7 and 8, and they were obtained from the records of the Jeff Rense radio show, found at https://rense.com/Datapages/tompkinsdata.htm .

Interviews are included from
The Jeff Rense Radio show
Jeff Rense (Jeff)

George Filer (George)
Frank Chille (Frank)

EXONews TV

Michael Salla (Michael)
Robert Wood (Bob)

The informal names shown above will usually be used in the interview pages that follow so you know who is speaking.

Bill often claimed that it would take at least four books to tell his story. This third volume covers only about one-third of his interview hours. I am often impressed with new details of his experiences from the first two volumes. I believe that you will be too.

Robert M. Wood, Ph.D., Cornell University 1953

Chapter 1
14 December 2015

BILL'S FIRST RECORDED INTERVIEW

This chapter is the first two hours of the Jeff Rense recordings of about fifty hours. Each recording is preceded by the words immediately below by the announcer, which will be shown only on this page.

Since the focus of this book is on what Bill said, we are including words by the host or other speakers when it is helpful to the reader to place Bill's words in context. This first chapter includes all words by all speakers.

Announcer: "The views and opinions expressed by the guest callers and hosts on this and all Rense Radio Network programs do not necessarily reflect or agree with those of the network, its commercial sponsors, its radio station affiliates or internet broadcast platforms. In these controversial times, we believe the First Amendment and freedom of the press are absolutely essential to the survival of our nation. Thank you. And now, enjoy the program."

Jeff: Okay and welcome back. It's Monday. I'm glad you're along tonight. I hope you had a good weekend. It sure went fast. It seems like it's Tuesday. I don't know why, but it does. I've been doing this program a long time and I have met over the years through radio— it's close as I get to meeting people— some extraordinary folks. And along that trail, along that pathway, over the years, I have met and spoken to and interviewed people who claim extraterrestrial contact and claim that they have been charged with spreading the word so to speak. Others have done work involving them or they have wittingly or otherwise come into contact with apparent extraterrestrials -- ETs who were down here and they look just like us, talk like us, but they're not us. And those people are especially fascinating. We have a program for the first two hours tonight that is going to be really amazing. Our special guest is William Tompkins. And before I get to introducing Bill, I want you to look under his name and look at his book cover and look at the models. There's a story there about his models and it's a wonderfully well-done story. He started building models, I believe, at the age of nine. I think he was less than ten. This is really a remarkable story. I'm going to let you make up your mind like we always do here. The book is entitled *Selected by Extraterrestrials: My life in the top-secret world of*

UFOs, Think Tanks, and Nordic secretaries. Now, these aren't secretaries from Norway, or Sweden, or Finland. These are Nordic secretaries as in the tall blondes as we sometimes call them. Those ETs who look just like us, but who in virtually every case are described as being absolutely perfect in appearance, in manner and especially the females. Extraordinarily good looking and attractive. Now, we're going to find out much more about this as we talk to William Tompkins during the program. But working with Bill for years and the man who knows him extremely well and who edited the book is Dr. Robert Wood. Now, Dr. Robert Wood has been on this program before. And the interesting thing about Bob Wood is that he was with McDonnell Douglas Missiles and Space Division, however you want to call it, for many years working on a secret project and I mean top secret projects.

And his connection with Bill Tompkins we're going to find out about shortly. The odd thing about Dr. Bob Wood and yours truly is that my father was the public relations director of McDonnell Douglas Missiles and Space for years and used to fly to the Cape for every launch involving a McDonnell Douglas or Douglas product, would drive up to Vandenberg for the same thing, and told me some pretty amazing stories. And I'm not saying that he and Bob knew each other. But they were working together at the same place at the same time. And as director of public relations, my father had to know a lot of things that he would never tell me and didn't, but I could tell from our conversations that he was involved in some very interesting work. Now, let me first, if I may, bring on Dr. Bob Wood. Are you there, Bob?

Bob: I am indeed.

Jeff: Thank you for being here and I really appreciate it. And it’s great to talk to you again. I only wish my dad knew we would become friends. That would have been fun.

Bob: Yeah, it would have been.

Jeff: With the introduction of Dr. Robert Wood, let me now welcome to the program, William Tompkins. Hello, Bill. Thank you for being here and welcome.

Bill: Well, my pleasure.

Jeff: You are an extraordinary man by any measure. You have had a life that would be the envy, if not the fascination, of anyone who were to read the book, *Selected by Extraterrestrials*. Now, I understand there's another book in the works. Am I right?

Bill: Yeah, that’s correct. Yes.

Jeff: How many do you think you're going to end up doing?

Bill: Four. We're going to have four books and it's going to go into more strange things that happened after Douglas and TRW. And that's very, very interesting.

Jeff: Now, TRW for folks who don't know — I remember from my father -- is Thompson Ramo Wooldridge. Big corporation. Aerospace and all of that. But let me ask Bob. What is your relationship with Bill Tompkins, Bob? When did it start?

Bob: Well, it started about 2009 when he told me on the phone some amazing things. So, I went down to see him. Turns out my daughter lived in Oceanside and he did too at that time. And we spent two hours and he told me his life story. It was so unbelievable that I felt I had to dig deeper and he started to give me some written descriptions of what he wanted to say. And together, I pieced it together with better English and—

Jeff: What's that, Bill?

Bill: Bob couldn't believe a word. Go ahead.

Bob: That's right. But the thing that really hooked me was that he and I worked, as you said, at Douglas Aircraft at the same time, at the same place and knew some of the same people. We even worked **for** some of the same people even though we didn't know it.

Jeff: Yeah. Just like my dad worked and you didn't know him. I think you may have seen him. He was a very public figure with the company—

Bob: Right.

Jeff: …at that time. I used to hear stories about him going down to the Cape and talking to von Braun and just remarkable stuff. I remember the name Kurt Debus and we've had Clark McClelland on the program many times. And he knew all these people. There were Germans and the Germans at that time were the driving force behind the entire United States space program.

Bob: Kurt Debus in featured in *Selected by Extraterrestrials* by Bill.

Jeff: Ah. Well, we'll find out probably more in this book about Kurt Debus than anywhere else. I really want to read this if I just had the time, but I need the book first, a copy of this book. I would urge all of you. And again, I have not read the book. But knowing Bob Wood as I do, and I can't wait to hear Bill Tompkins tell the story.

Making the models

Now, Bill, you have what I guess we can legitimately call a damn-near totally photographic memory because when you were building models of U.S. Navy ships, that was kind of a no-no. You weren't supposed to take pictures of them because this is getting ready for wartime and in the war. Tell us how you got started with model building, which all of you, again, can see if you look under William Tompkins and take that link and go look at that page and look at the incredible detail of these models. When did you start and what got you going?

Bill: Well, actually, it was, like you said, I was around nine years old. And I lived in Hollywood and my dad had an office down on Wilshire Boulevard. And he took us down to Long Beach, and we got to ride out on the Navy ships that were powered on the lifeboats that were powered, and we'd go aboard cruisers, and destroyers, and aircraft carriers because they were tied up in the Long Beach Harbor.

Jeff: What year would this have been, Bill, approximately?

Bill: In the '37, '36 time period.

Jeff: In the '30s.

Bill: It was interesting because sometimes when you go out in the open boat with a lot of people and then you have to climb off on the side of the aircraft carrier— In this particular one, it was the Lexington. And it was a massive ship. It was 800 feet long and covered on the side. So, you have to climb up a long ladder. The wind's blowing on you. The water is splashing up on you as you climb up the ladder. And then getting onboard, it's like a young kid's unbelievable experience to be in that hangar.

Jeff: Disneyland times ten, I'm sure.

Bill: Absolutely. Unbelievable.

Jeff: Yeah. Now, you were out on public tours of the Navy boats, this big ship, this aircraft carrier. You went up there and it sounds like it kind of changed your life, just going on that boat.

Bill: Yes, it did completely. And at that time, cameras were forbidden. Nobody could take their camera. And I needed detail of radars and that sort of thing for my models. And so, I would walk the flight deck, and walk the shadow on the flight deck of the radar, and then I took a piece of paper and I marked it down in a little tablet, and then I had the sizes now. I knew how many feet it was and the length and its width.

Jeff: Wow.

Bill: And then I walked up to the bow of the ship where the secret steam catapults were, and I walked them, and I marked them down. Then, I put those on the ship on the models.

Jeff: You could have sold that to the Japanese, but we don't go there. This is before the war, folks. And there are a lot of people in the military then who knew war was coming or suspected it. And so, there was certainly a secrecy about this that we're trying to describe here, but here's a nine year old kid so smart and so driven by the detail that he wanted for it— He was going to go build a model of this thing so he could continue to enjoy the awe of what he was experiencing. And he walked it and wrote it down and knew. Now, this would be classified information. Period. All right? And yet here he was at nine literally taking mental pictures of this and writing down steps equaling feet, which would give him the distance, the length, the width, and so forth of these radars. Now, radar in the thirties was a very new thing, very new. What did the Navy tell you about the Lexington when you were on it? How did the tour guide handle it? Do you remember?

Bill: Well, I managed to step away from the tour guide.

Jeff: Ah, you sneaked— I figured you did.

Bill: Yeah. Because really there's a lot of other things that were very advanced systems that they had for their new forty caliber and the five inch antiaircraft guns and nobody knew this and it is unique to put on the top of the five inch guns. So, I walked over to those.

This particular carrier had six in the front and six in the back of the ship. I went down to these little decks, and I walked the length of this in my march and I made the drawing.

A little perspective drawing. And when I drew at home, I would clean up my perspective drawings. The next day, I would make a more detailed drawing of that. And, of course, I got free days in junior high school later when I took drafting.

Jeff: Oh, I bet. This is really fascinating. Briefly, what did your folks think of your amazing talent and gift for this at that young of an age and your interest more than that?

Bill: Well, they were interested, but they sort of expected it. So, it wasn't much there except that my dad got in trouble. And the models got — about thirty of them — I ended up with some fifty models before I went in the Navy. We put these in a Broadway Department Store on Hollywood

Boulevard in the window. Some Navy guy saw it, contacted Naval Intelligence and they came out to my dad's office over on Wilshire Boulevard and sort of arrested him. And they kept him for two days and two nights.

Jeff: No kidding. They wanted to know how in the hell this information came into his family's possession, right?

Bill: Yes. Yes.

Jeff: And he said, “My son did it. He’s nine.” And they said, “Sure.”

Bill: Yeah. They came up to our small apartment. I shared a room with my older brother. I had hundreds of documents, drawings, photographs, and newspaper articles piled up halfway to the ceiling. So, when they (the investigators) went through the papers, it ended up that my dad got out of jail. We were then put into a position where the Navy put together a program for me.

Jeff: So, okay. They didn't accuse you of being a Japanese spy. They could tell you weren't. They must have been mind-blown at what you had created though. Just as they must have been stunned. Did they show any shock?

Bill: Yes, they did. And my dad took the models down to the Los Angeles County Museum and they showed those people. They had put an article in the newspaper about the models and said that they were the finest of the type that they have ever seen.

Jeff: Yeah. Where’s the Naval Intelligence office at this time? How could they miss all this? That’s funny. In the newspaper and everything.

Bill: Yeah. But anyway, there was a Lieutenant in Intelligence in his office down there in San Pedro; they had my dad drive me down there and we had long conversations, several days, and they decided to put me in the Navy.

Jeff: No kidding. They decided to put you in the Navy. You’re basically not even a teenager yet.

Bill: Well, actually, I am because I’m in 1st year of high school by this time.

Jeff: Oh, okay. I got it. All right. So, you’re 13, 14, or something like that.

Bill: Yeah. They pulled me out of Hollywood High School, and they put me temporarily in the Vultee Aircraft Company in Downey, which was a secret facility, while the Navy was checking information about me for my secret clearance.

Jeff: Uh-huh. So, you had to go through— Yeah, I got it. Okay.

Vultee, that's a name that isn't known by many people. I remember I liked models too of the Navy fighters and the Navy planes when I was a little kid. And I remember the name Vultee. Tell us what they did with you. What was your assignment? You're just a kid. You're 13-14, a freshman in high school, going to Hollywood High School, really the world's most famous high school when you think about it even back especially in the `30s I guess. What did they do with you?

Bill: Well, they put me onto a machine, which was a riveting machine for a week and a half. And then they took me out of there into a secret area where they were building a very advanced Navy fighter, futuristic fighter. And I worked in there by helping in all different kinds of ways.

Joining the Navy

They would ask me stuff and I would come up with suggestions and it was kind of rude. And when my clearance finally established that I was who I was, they put me in the Navy. I went through boot camp right there in San Diego. And instead of going to sea or to training, they sent me over to North Island Naval Air Station.

Jeff: Uh-huh. That's in San Diego.

Bill: This is in San Diego. And they made me sit in an office for two days and I didn't talk to anybody.

Jeff: You're still a kid. This is when you're what, fifteen?

Bill: No, I'm seventeen.

Jeff: Okay.

Bill: Yeah. And so, there were some cute girls in the office there. In fact, it was in the engineering building where they do engineering on reconstruction of the airplanes, almost like a factory. So then, a commander comes over and he looked at me and I didn't have my shoes polished. I guess my uniform wasn't what it should have been. And he looked at me and he didn't say anything. Just mentioned me to follow him. So, I followed him into another office. He showed me some things and gave me a couple documents. And he said, "You're going to take over."

Jeff: You're going to take over.

Bill: And he left that day for a retreat. And so, there I was, a third-class seaman kid, and I replaced a Navy Commander.

Jeff: Oh, my. And what was your duty? What did they have you assigned to do? You're going to take over. You're going to take over what,

Bill?

Bill: Bob has a copy of it. My mission statement was absolutely unreal. I think Bob could say it better.

Jeff: Yeah. I was going to go back to Bob. Bob, do you want to brief us on this? I'm not sure that Bill may still be under a national pledge of some kind and I don't want—

Bob: No, he doesn't think he is.

Jeff: Okay.

Bob: I'm looking for the exact wording of responsibilities that he was given.

Jeff: Yeah. This is a remarkable story. He replaced a Commander at North Island Naval Air Station before the war.

Bob: But his responsibility was actually authorized— the previous Commander's responsibility was authorized by Forrestal himself. And was so unusual.

Jeff: Forrestal — for our listeners — James Forrestal was a legend and is a legend in Naval history during the war. After the war, he was the first secretary of defense we had. I believe that was the title of it and died under extremely bizarre circumstances in Washington D.C. They had allegedly forced him into Bethesda Hospital and for some strange reason, a perfectly fine man, threw himself out of his hospital window and killed himself. No one with a brain believes that story, but that's another time. We'll get to that. So, Forrestal was aware of Bill and assigned him to— They thought he was clearly a genius of some kind.

Bob: Well, the wording of the assignment was written— what I have in the book was written in 1945. And it does identify Bill Tompkins, but his assignment was the same as the previous guy. So, his mission was

Under the direction of the Production Superintendent in addition to reporting directly to the Production Superintendent, the Disseminator of Aircraft Research and Information, shall also report to the Planning Division Superintendent and to the Chief Engineer to coordinate, compile, and maintain a continuous survey of research and information relative to special equipment necessary in the repair and overhaul, experimental tests, and development work of aircraft engines and their accessories. ***It was very general. This was dated 26 September 1945.*** *Statement of mission, tasks, and objectives, disseminator of aircraft research and information planning*

division, William M. Tompkins USNR

IN REPLY REFER TO NO.

U.S. NAVAL AIR STATION
SAN DIEGO 35, CALIFORNIA

26 September 1945.

STATEMENT OF MISSION, TASKS AND OBJECTIVES

DISSEMINATOR OF AIRCRAFT RESEARCH AND INFORMATION

Shop 160 - Planning Division

WILLIAM M. THOMPKINS, USNR - 680-52-78

MISSION:- Under the direction of the Production Superintendent. In addition to reporting directly to the Production Superintendent, the Disseminator of Aircraft Research and Information shall also report to the Planning Division Superintendent and to the Chief Engineer to coordinate, compile and maintain a continuous survey of research and information relative to special equipment necessary in the repair and overhaul, experimental tests, and developmental work of aircraft, aircraft engines and their accessories.

TASKS AND OBJECTIVES

Figure 1. Signed by Forrestal, this memo identified Bill by name

Jeff: Okay. Wow. And you said about seventeen years old, Bill. Is that right?

Bill: Yes. The situation was that I had these three Captains that I was sort of— they were my bosses, but then there was the Admiral of the base. Admiral Rico Botta. And Rico Botta was an individual that had two hats like many people in Navy. One was Commander of the Naval Air Station in San Diego, which was a very large Naval base. We had hundreds of aircraft coming and going. And his hobby was above Naval intelligence.

Jeff: His hobby was above Naval intelligence. All right. Go ahead.

Bill: Yeah. The use of the word “hobby” in the Navy in that area is where you get stuck with all kinds of other stuff, defines what you’re supposed to do. His main mission was to— He had twenty-seven Navy spy operatives. And they were in Germany. And these fellows would come back, and his aide would wake me up at night only at twelve o’clock and I’d get dressed and he’d escort me over to this secret office conference room in the Admiral’s area. This is interesting. The admiral would be on my left. I’d be next to him. On the right would be at least one of the Captains. And on the other side of the table facing us would be one of his Naval operatives that just got back from stealing stuff from the SS in Germany.

Jeff: Now, this is 1945. So, the war—

Bill: No. This was `42.

Jeff: `42. The war is tight really. So, this is remarkable. What was your rank? What did they give you as a rank then?

Bill: I was a Third-Class Seaman.

Jeff: This must have knocked people over. Here's this young kid, 1942, Third Class Seaman, sitting next to the Admiral in a room. All right. I get the picture. This is extraordinary. You're like almost a top-secret weapon. Go ahead.

Amazing revelations from Navy spies

Bill: It's not just extraordinary. This is unbelievable because these people, these Navy operatives had been bringing information back of an agreement with Reptilians, between Hitler and the Reptilians.

Jeff: Wait. Hold on. Hold on, Bill. I don't want anyone to be left behind. This is 1942. The war is at its height.

Bill: Yes, sir.

Jeff: There's still a chance Germany could win. It's not over. Stalingrad and all that. They were at the top, the pinnacle basically. And you're telling me that in 1942 you were privy in a room of four to five people to the most secret intelligence data of Germany's relationship with an off-planet species we call the Reptilians during the war.

Bill: Yes, sir.

Jeff: Now, how did you take that?

Bill: It was taken very easily for me. And let me back off for just a minute.

Jeff: Sure.

Bill: When I was doing the models, I also was tremendously interested in extraterrestrial [life] and there weren't any extraterrestrials.

Jeff: Not back then. No.

Bill: They were just in papers. Okay?

Jeff: No. What? There was Flash Gordon, a few science fiction newspapers.

Bill: Flash Gordon. That was it. My dad took me and my brother up to Mount Wilson Observatory during those times. When I was up there, we got to meet astronomers and they were explaining everything that was going on out in space. And they talked about galaxies and that there's no life out there at all. While I'm there before I even leave, I know they're wrong. I can see in

my mind other civilizations. I know this sounds ridiculous.

Jeff: No, it doesn't. No, no, no, no. Not at all.

Bill imagines dirigibles as flying aircraft carriers

Bill: So, this went on. I went over to Caltech and talked to different people there. In my own mind, I knew that when the U.S. Navy Akron and Macon dirigibles in 1935 flew over Hollywood. Now, that to me was— I ran out of the class. I'm in school. I ran out of the classroom because I could hear the roar again, which I knew. I knew that roar. And then they flew very slow over Hollywood—

Jeff: These were blimps, dirigibles.

Bill: These were dirigibles that were 800-foot long dirigibles. They had a hangar deck inside. They're U.S. Navy and they were aircraft carriers.

Jeff: All right. Hold on. A hangar deck inside. Now, that's for something to land obviously.

Bill: Yeah. Yeah.

Jeff: But they come in and land like on a runway. Correct?

Bill: No. Hey, it's a dirigible. Massive dirigible like Germans had built.

Jeff: Yeah. The Zeppelins and all. Yes.

Bill: But the U.S. Navy's were the largest. They were the largest on the planet except for the Hindenburg.

Jeff: All right. Okay. So, you knew the sound of the engines. You ran out of the classroom to look up at this thing.

Bill: And some of the airplanes would be flying next to it and they go down and they hook on to the hook. And they demonstrated.

Jeff: Oh, I know what you're talking about now. They were little biplanes, and they were attached to the dirigible. One dirigible crashed out of San Francisco and they found it a few years ago. And the little planes were still in the wreckage of the dirigible. You know what I'm talking about.

Bill: That's correct.

Jeff: All right. So, this is fascinating. They would actually fly under the blimp, folks. And there would be a hook and the plane would hook I assume above the wing on this hook and they would winch the plane up inside and store it. And the pilot would get out. See, nobody knows we had this kind of technology. This is extraordinary. What this is, is a flying aircraft carrier.

Bill: Yes.

Jeff: All right. All right. So, now, I want to do one other quick thing. In 1942, it says here you qualified, and you were a pilot.

Bill: Yes.

Jeff: Go ahead.

Bill: Okay. The Admiral, he was a sweet guy, and he had two airplanes. He had a Lockheed twin engine and a single engine high wing airplane, seven passengers for local flights on the West Coast. He used the big Lockheed to go back East. One of my tasks was to take the documents, which we put together the information that the Navy spy gave us, and get it to the different companies, like take it to Caltech and take it to Lockheed and then take it to Douglas.

Jeff: Okay. Now, the spy is telling you that the Germans are in contact with an off-planet race of beings that you will call the Reptilians here. Now, did you take that kind of information to Caltech and some of these other companies? Obviously, at their highest levels of secrecy. Was that information spread around?

Bill: This was the first-time information was spread in United States secret areas.

Jeff: Wow. All right. Bill, would you hold on a minute? I've got to take a break. It will just be a couple minutes. We'll come right back. Now, this is all covered in the book edited by Dr. Bob Wood about William Mills Tompkins' astonishing life.

It's called *Selected by Extraterrestrials*. And we'll be right back.

Spaceships, Maria Orsic, and the SS

Jeff: Okay. Welcome back with Dr. Bob Wood and Bill Tompkins. What a story. What a book. This is a must read. You can tell already. And I bet you that no more than few percent of the people out there knew we had flying aircraft carriers, which is what these were, in the early forties. Now, you took this information about extraterrestrial contact that had been made by the Germans somehow. They had obviously been contacted by the Reptilians and were giving them some kind of aid. Is that what the spies were finding out? What did they find out, Bill?

Bill: Well, actually, there was a young girl. Again, a young blonde girl in Europe in 1890 who was contacted by— what we'll talk about later— the Nordics. And she was told to design a propulsion system and design a space vehicle large enough for her family and leave the planet and go live on another star's planet where it would be safer.

Jeff: She was told to design a ship to take her family with a propulsion system to take her to another solar system in the galaxy I assume.

Bill: Yes. Right.

Jeff: Now, this is in the 1890s. All right. Go ahead. This is getting wild. Yeah.

Bill: Okay. So, she then was involved with the Germans. And finally, the girl ended up with some 1,400 people in that part of Europe all doing the same thing. They all got the message. She sort of structured and organized it, got people together. And many top engineers and scientists in that area got the same message and they were starting to design and build large—

Jeff: Spaceships.

Bill: UFOs.

Jeff: Yeah.

Bill: Spaceships.

Jeff: Was this something that the German government knew about going in? I guess they found out about it pretty early on. Yes?

Bill: Yes. And so, the SS got into it and they grabbed everything. They the SS, got all of these people and didn't take it, the project, away from them, but they paralleled that 1,400 group of people's effort and then started to build the propulsion systems for large and small UFOs. Hitler then put together a program which was based on his agreement with the Reptilians. Now, it's very important that people understand that that young girl and most

of the other people working with her were being influenced by Nordic people who were the good guys.

Jeff: Okay.

Bill: The Reptilians were extremely bad people and Hitler got on with them. So, here were two programs going to build large numbers of UFOs across Germany while they use them to kill off everybody on the planet here.

Jeff: They were being bombed to smithereens. You bet. I'm sure they would have wanted that technology. Yeah.

Bill: Even antigravitational propulsion was being used.

Jeff: Now, you've heard of Die Glocke. Yes, that's the bell. The Nazi bell, so called.

Bill: Yes.

Jeff: All right. This is an outgrowth of this program, I would assume.

Bill: Yes, it is.

Jeff: Uh-huh. Okay.

Bill: So, Admiral Rico Botta had these young fellows, and we would get at least one of them every other week, and many then would go back and go to a different area, and they'd find other information that was going on.

Jeff: So, they would go back to Germany, excuse me, and penetrate these groups somehow and that's where they were getting their data.

Bill: Yes. And this went on for four years.

Jeff: Oh, my.

Flying as a courier

Bill: And so, after we drove down and documented what each one of these individuals gave us information wise, we would put together packages and I'm back to me being a pilot. The Admiral's seven-passenger airplane, I used that to fly to Lockheed or fly to Caltech or fly to other areas on the West Coast. His pilot, after a while, said, "Bill, you take it." So, I flew it. And finally, he said, "Why don't you try to land it?" And so, I'd land it.

Jeff: No kidding. Bill, you had a mental intuitive understanding of aerodynamics and flight and you just knew how to do it.

Bill: Yes, sir.

Jeff: You didn't have to go to school. You had the talent. And this is not unusual for a genius. You had it. Okay. Something gave it to you. It was there. They knew it. They recognize you. I mean if Forrestal is involved in your appointment, they knew what they had. They had something astonishing in you. Go ahead please.

Bill: Yeah. Somebody must have known something. But it's interesting that these packages that we put together— We get it together and then I took admiral's aftershave case, which was double locked. in the morning and put it on the airplane and we would take off and head to different places.

Jeff: Who would be with you usually? Bill, who would be with you?

Bill: Most of those were just the pilot and me. Sometimes we would have a guy that had to go to an area similar to that and we picked him up. This was very seldom.

Jeff: Well, this information you had was so far above top secret. It tops the scale. Just astonishing that you're doing this. I'm all ears. Bob, do you want to say anything at this point? Dr. Bob Wood.

Bob: Well, yeah, I'd like to add that the German technology in my judgment was later used in some of the work that he did in the Think Tank at Douglas because one of the people there, the key person, Dr. Klemperer came from Germany in 1935. And in my judgment, he had a document that was classified. I have the unclassified version. But he had a document that was classified that undoubtedly contains some of the technology associated with making his craft work.

Jeff: Now, the last time, you mentioned your awe about what you were hearing when you went and sat down with Bill and his story. How long

did it take you to get to a point that you realize this was the real deal and you wanted to help get this story out and you ended up editing the book? How many visits with Bill did it take?

Bob: I'd say about three because after the third visit I got confirmation of the fact that we have so many common interactions at Douglas Aircraft and there was no way that— I mean everything that he said about that time there was exactly what I remembered down to the individual names and their attitudes. Plus, after you talked to people for many, many hours, you get a feeling for their integrity and I've concluded that Bill absolutely believes that what he's telling you now is the exact truth as he remembers it as best as he can.

Jeff: Very good. Okay. All right, Bill, let's get back to the story. Now, you're flying around to Caltech in 1942, 1943, 1944. What was their reaction to it?

Bill: Okay. Actually, when I say Caltech, everybody says Pasadena.

But I didn't go to Pasadena. The pilot and me flying, I went to the China Lake weapon station out in the desert, which was east of the Air Corps in the desert. So, my package to Caltech did not go to Caltech first. It went to the Caltech group working on the desert there for a program underground in this massive Naval facility at China Lake.

Jeff: So, they had the legendary China Lake underground research facility in the '40s. This has been there. God only knows what's out there now. Wow. And you got to go down in there. This is astonishing.

Bill: So, part of my position was I would bring the data. I would sit down with whomever it was that had been assigned that I should see. And I then would explain the project and the documentation, not just how we were acquiring it, but how we thought it was an area that they could best accomplish this. Then I would fly back again to the same people dozens of times with additional information as it came into that particular area's studies.

Jeff: So, they were rotating the spies in one a week approximately. Was that what you said?

Bill: Yes.

Jeff: And these briefings must have been extraordinary. Were the spies able to bring in paper data or were they mostly reporting just verbally?

Bill: It was almost 50/50. But of course, they had real problems with cameras. We didn't get good pictures. But one of the flights that I made— or I shouldn't say one because I made several flights— was to the Douglas El

Segundo Plant and to the Douglas Santa Monica plant. So, at that time, they didn't have the [Garbled Audio] they brought, but I gave both [Garbled Audio] a group of engineers that were tied up to a classified area inside the Douglas plant.

Jeff: Okay.

Bill: I put the package there. I don't know these people, but that's where I'm supposed to go. So, I took this whole package and it was made up of sometimes fifteen different areas. And I gave them to those people. Now, Bob is going to tell you who those people were.

Jeff: Okay.

Bill: Let him tell you.

Jeff: All right. Bob, we have to pause for the top of the hour break here. We'll come right back as soon as we can. So, take a few minutes. Get a drink of water, whatever, and we'll be back to continue with Hour 2. This book is obviously one of the most fascinating you will ever read. It's called *Selected by Extraterrestrials*, the story of William Mills Tompkins. Okay? Remember that. You can order it. Just look under Bill's name in the guest section at Rense and the Amazon link is right there. All right. We will continue with more after the top of the hour and we will hear more fascinating things I'm sure.

Jeff: Okay. Welcome back. This is an amazing story, and it is just the tip of the iceberg. We may have to have these gentlemen back on again if they would be so kind and continue this. You can read all of it in extraordinary detail in the book, *Selected by Extraterrestrials*, by William Mills Tompkins, edited by Dr. Bob Wood. Okay, Bob, right before the break, Bill said you wanted to name some names of some of these folks.

Bob: Well, yeah. One of the things that Bill has done that is particularly important was the work that he did in 1952 to 1958 when he was working in the Think Tank at Douglas Aircraft. At that time, he was working for two guys I personally knew and worked for. One of them was Dr. Wolfgang Klemperer. His nickname was Klemp. Another was Elmer Wheaton who was the Vice President. Together they ran this think-tank. And what they were doing was they were working on a Navy program for dealing with reverse engineering alien spaceships.

Jeff: Which we had at that time acquired several of, I guess.

Bob: They were working with a Bobby Ray Inman for example, who was a young guy who was just assigned to help this team get on. And one of

the things that really impressed me was that Bill has fortunately saved some of the documents that he had one which was the original drawing of a two-kilometer-long spaceship that he drew.

Jeff: A two-kilometer-long spacecraft.

Bob: For the Navy, that he personally drew, dated 1954.

Jeff: 1954. This is amazing. This is about the time that Eisenhower was rumored to have had a meeting with one group— a very tall, thin group— at Edwards Air Force Base. There was a lot going on in the 50's, folks. The idea of a two-kilometer-long spacecraft in 1954 is mind boggling. That suggests of course that we had to have the ability to take people and material into space.

Bob: Well, all I know for sure in 1954, is that there was a drawing. I don't know whether it was built or when it was built.

Jeff: Yeah. I understand. But I mean if they built anything. Now, I want to say one other thing. For those of you who don't know, it's not the United States Air Force. It's the Navy that is in space. It's the Navy that has been behind all of this stuff.

Bob: Exactly.

Jeff: You have to keep that in mind. ONI is something you'll hear on this program often. Office of Naval Intelligence. The United States Navy views space as another ocean. That's their territory. They basically own it. It's their proprietary medium. Okay. Anything else, Bill? Then we'll go right back— I mean, Bob. I'll go back to Bill.

Bob: Well, there was one little thing I think Bill will cover and that was the Battle of L.A. in 1942.

Jeff: Yeah. I did want to make sure we got to that because I've spent a lot of time on that on this program. Published a lot of material about it on my site. Talked to a woman who was an air-raid warden in Culver City, got a call and was told to get her hat on and get busy. And she said, "Well, what's the problem?

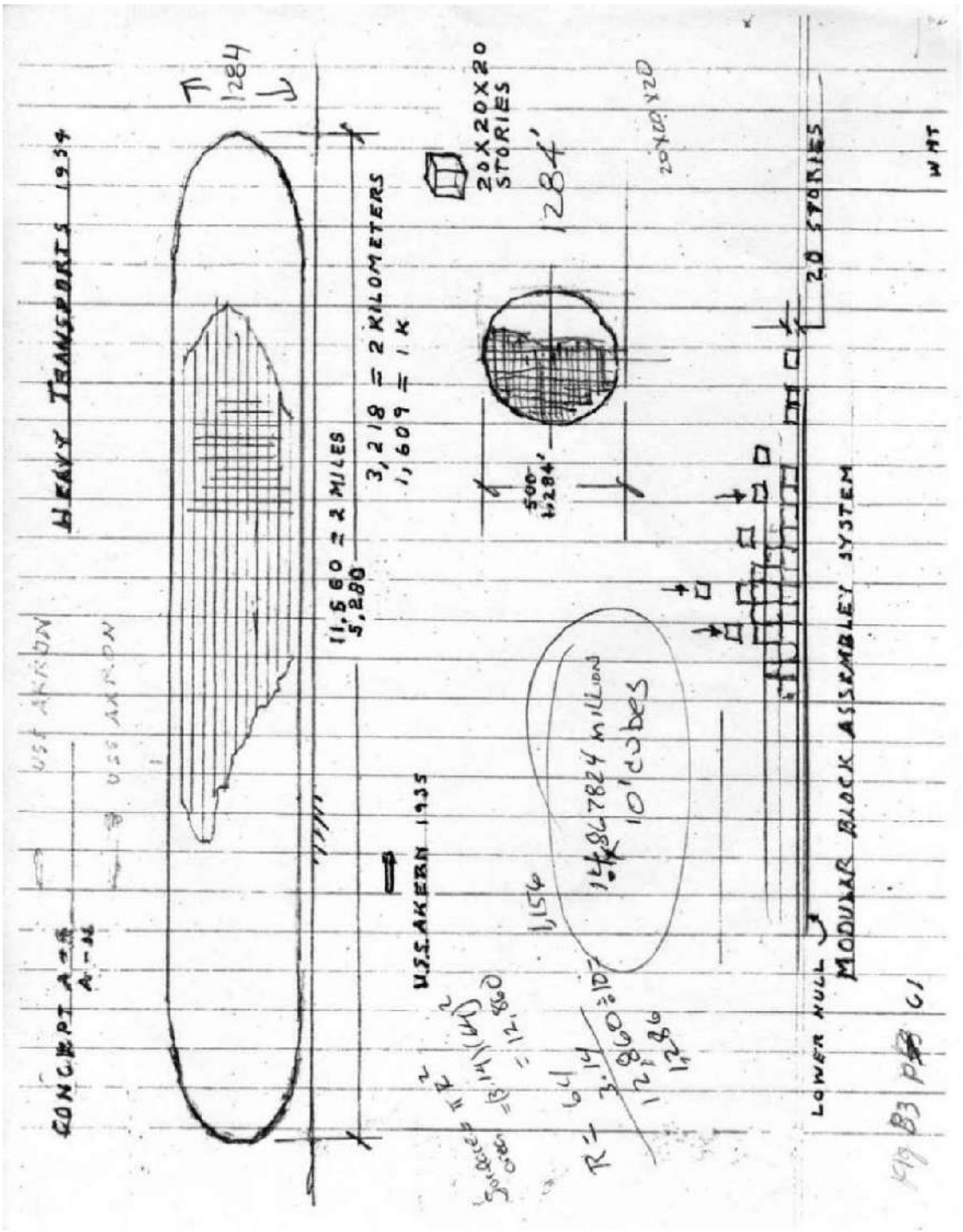


Figure 2. This is a copy of Bill's original 1954 drawing

And she was told to go outside and look up and she did. And she saw it was right over her head.

Bob: Yeah. Bill did too.

Jeff: Oh, please tell me, Bill. Battle of L.A. 1942. Extraterrestrials

over Los Angeles. Most people were told it was Japanese, but it wasn't. Tell us what you know, Bill, what you saw’

The battle of LA

Bill: Well, actually, we were living in Long Beach at that time. And around seven o'clock, my brother and I were reading the newspaper on the floor. My dad called us and told us to come out on to the deck where we're on the second floor of a very large house that was broken up into four apartments. And so, they had a big deck way up. We were four blocks to the ocean. We couldn't see the water, but we could see the area above it. Here was this bright light. All three of us were looking it. We called some of the neighbors and they came out on their deck. We all looked at it. While we were watching it for several minutes, a tiny beam came out of it at about a 45-degree angle to the left and went down towards the ocean. That beam then flipped up directly towards our apartment, hit the back of the apartment, hit the tree, lit up everything around us and went out.

Jeff: Somebody knew you were watching. That's wild. That didn't just happen.

Bill: It was weird.

Jeff: Yeah. Bill, excuse me. Was this before or after the anti-aircraft had unloaded, was it 4,000 rounds or something at this object or is this the second object? What do you think?

Bill: No. This was before, because later in the evening the anti-aircraft started firing. Incidentally, what has not been published is the number of U.S. Navy anti-aircraft guns. We had a whole fleet at that time, and they used up all of their 20-mm, 40-mm, and 5-inch shells.

Jeff: Firing out of— Where were they anchored? L.A. Harbor, Long Beach?

Bill: They were in Long Beach Harbor.

Jeff: And they were shooting at this— Wow. Nobody talks about that.

Bill: And of course, searchlights. We had eight searchlights on this one big one that came in and parked. And it was there for over an hour, right? Different ones came out of it, came beside it, came underneath it. The searchlights would pull off of the big ones and follow the smaller ones and try to shoot them down. And it continued. But finally, it got boring, so we went back to bed around three.

Jeff: I have never heard this before. That's fascinating. Go ahead.

Bill: Our neighbors stayed up the whole night and they said that it

really didn’t stop ‘til around almost five o’clock. But the next day, there were articles in the paper that they thought there had been some military aircraft coming in. It was just a cover-up.

Jeff: Sure. Of course.

Bill: But my dad was like your friend. He was the guy that was responsible for that area. And of course, he talked to everybody. And the interesting thing to me was that nobody got excited. Nobody got upset. There weren't any heart attacks. While this was going on, over in London, Germany was bombing London and those people were trying to get underneath the ground, so they didn’t get killed. We have vehicles above us less than 8,000 feet, most of them. They weren’t real up high. And none were fast. All of them were slow. And many of them just parked.

Jeff: Many of them what? Say that again, Bill. Many of them were?

Bill: Many of them just parked. They stopped and they parked there.

Jeff: Okay. Wow!

Bill: And this was right in Long Beach.

Jeff: This is astonishing because we've only heard— Bob, you know this. The standard story on the Battle of L.A. was that there was one craft slowly meandering its way from the Culver City, Santa Monica mountains area all the way down to Long Beach before it “disappeared.” That's all we heard.

Bob: There were two public releases. That unclassified one said we fired 1,432 rounds of ammunition. And then of course, there was a top secret release that said they recovered one craft and it had been shot down and it crashed in the San Bernardino Mountains, and the other craft was salvaged by the Navy at sea.

Jeff: Okay. Hold on. I've heard rumor that one went down by Long Beach offshore and went into the water. Crashed.

Bob: Correct.

Jeff: I've heard another rumor that something went down and I think it was in El Monte and a truck, a big low-boy, a flatbed truck came in, and that may have been an American fighter that was up there and got hit by our own friendly fire. I don't know. Do you know anything about that?

Bob: No. I don't know that case.

Jeff: Okay.

Bob: I'm quoting from a top-secret Majestic document.

Jeff: Oh, my. Okay. So, you think that they’d know better than to

park where they’re getting shot at, but two were shot down or one was damaged, and it crashed in the ocean. The other went down in the San Bernardino Mountains. The big one, we’d call that the mothership just for fun, moved off and apparently was undamaged. You can see the pictures of the Battle of Los Angeles and you can see the exploding AA all around this thing and on it. And it wasn't damaging the big one.

Bob: Right.

Jeff: The smaller craft, perhaps for a scout craft and they weren't so heavily able to withstand the bombardment— What Bill just said is that the ships in Long Beach emptied their magazines. They had no more ammo to fire. So, that would jack up the 1,400-round number to thousands.

Bill: That’s correct.

Bob: Well, it would. And this was an army report. So, they probably didn't count the Navy rounds.

Jeff: That’s what I'm saying. Yeah. Fascinating. Okay, Bill—

Bob: It was interesting that there were several ships in the Navy dry docks in San Pedro. And they didn’t even have most of their crews there, but the crews that were there grabbed their guns. They got their elevation and they’re firing from ships that were in dry dock.

Jeff: They’re not even in the water. That’s amazing.

Bob: They weren’t even in the water.

Jeff: Wow.

Bill: We didn’t know that.

Jeff: Wow! Now, were you, as a young man in 1942— You’re in the Navy at that time. Correct?

Bill: No. I was still at Vultee. This is only two months after the war started.

Jeff: All right. That’s right. Vultee. Okay. Then you were in the Navy. Now, with your intuitive, unusual mind, what did you make of what you saw? A beam of light, a little pencil thin beam of light and went down forty-five degrees and then came right over to you. Now, that's strange. That's beyond coincidental. Something was—

Bill: Yes. But I had that kind of a problem later on in the ‘60s at Fort Douglas.

Jeff: All right. Well, we’ll talk about that. All right. Anything else about the Battle of Los Angeles that you want to talk about? I think six people died. Traffic accident, shrapnel coming down. There were a couple of

heart attack reports, but it’s hard to know what’s real or what isn’t with something that big because this is not many weeks after Pearl Harbor, folks, and the country was scared to death at that time.

Bill: Right.

Jeff: All right. Anything else you want to add to that, Bill? That's a wonderful story, but the beam of light coming over and landing on you, and those around you, and the building and lighting up the tree, that’s mind boggling. Wow!

Bill: I’ve had a light problem later on. We can talk about it later when I get a chance.

Jeff: All right. All right. Well, that’s an amazing thing. Okay. Vultee. Just to wrap up, Vultee, what did you do at Vultee during the years you were there?

Bill: I was only there for several months.

Jeff: Oh, it’s months. Not years. Okay.

Bill: Yeah. They had this gull wing, which is like an F4U-shaped wing, but a much larger airplane. And it had twenty booms and it was a Navy fighter. And Vultee had designed it and they had a program to get it built and tested. So, they had me like walk around that for the whole three months and make suggestions.

Jeff: So, you actually watched this thing. And with your eye and your intuition we’ll call it, you were able to make suggestions on design and the implementation of aerodynamics and all of that.

Bill: Well, not very much, but I sure did do a lot of stuff on the cockpit and where they were— the bomb shackles and the other [Garbled Audio].

Jeff: All right. Wow! All right. So, let’s move back to 1942 and then beyond when we knew the Germans had knowledge of at least two extraterrestrial races. The Reptilians and the Nordics. And the Germans were allied so to speak with the Reptilians. Now, people are going to say, “Well, if that's the case, why didn't they come up with one of their super weapons in time to affect the outcome of the war, at least appreciably?” For those of you who don't know, they were very close to having ground-to-air missiles, which would have knocked down enormous numbers of bombers, as well as air-to-air missiles. They had rockets they were firing from their planes, but they weren't guided. They had the V1, the V2, and then they had the big one which could hit New York. And they were ready to test that. They may have

tested it. That was von Braun and his crew. There was a lot going on. What do you know about the spies and the Reptilian information that they were gathering and how that was impacting the German weapons program?

Bill: Well, actually, the Germans knew they were going to lose the war.

Jeff: They knew that by `42. Yeah.

Reptilians, Antarctica, huge submarines

Bill: Yes. The Reptilians have a massive cavern down in Antarctica and there's another one next to it.

Jeff: A massive cavern?

Bill: Cavern underneath the ground.

Jeff: Okay.

Bill: So, the Germans then were, of course, down there for meetings. They flew down in their UFOs.

Jeff: So, that's where the Reptilians were hanging out in Neuschwabenland and that's why Admiral Byrd was sent down there with the task force in 1946 or `47. I forget. I guess he got his clock cleaned down there. They—

Bill: They kicked him out. That was terrible. We lost that one. That was the last battle of the war. We really lost that.

Jeff: Did you know from inside sources how bad we got defeated down there?

Bill: Well, yes, because they were taking the Navy— Admiral Rico Botta's operatives brought back schedules for different programs they were flying in '42: different types of research. So, they would investigate what happened to that and where did they go. And they found out that the Germans were not building just regular submarines, but they also built cargo transport submarines.

Jeff: Yes. They were very large. Yeah.

Bill: Very large. So, what they were doing is they were building the different kinds of UFOs, which were antigravitationally propelled with hundreds of underground manufacturing facilities.

Jeff: Yes.

Bill: So, they started in '39 to take some of these facilities out of Germany down to Antarctica.

Jeff: All right. This whole Germans and Antarctica story is shrouded in misinformation, disinformation, speculation, but you're here to tell us that it was real and the ET Reptilians were basically headquartered down there, but they imported Germans and their technology and their building programs down there and directed them, I guess, on how to build UFOs.

Bill: Because they got down there way before the war was over, they were building these large 250-foot diameter UFOs with a crew of thirty-

nine.

The Germans flew to Mars

And they flew to Mars. In fact, that flight was one week before Hitler was supposed to have been killed. And of course, we didn't kill him.

Jeff: Okay. Harry Cooper, who runs an organization called Shark Hunters, was the first man to break the story twenty years ago that Hitler did not die in Berlin, that Bormann took him and Eva Braun out and moved them to Argentina along with thousands of Germans, many of which we flew after the war to Argentina in DC-4 long range transport. DC as in Douglas Commercial and Cargo. And we flew them down there. I knew someone who knew one of the pilots. And we transported them, and people said, "Well, why? Why did they let Hitler get away? Why did they let so many thousands — maybe tens of thousands ultimately of Germans go to Argentina?" And the answer is technology. There was a trade. They traded that man's life and all the others for technology. German scientists, Kurt Debus, von Braun, and all the rest of them. That was the answer.

Bill: Yes, it was the answer. And that same trade type of thing is where Hitler traded the use of the population here in interbreeding among with many other programs for information just like you said. But they actually flew one of the 250-foot diameter UFOs to Mars and it had a problem on the landing and all of them got killed.

Jeff: Oh.

Bill: That flight took place one week before Hitler was supposed to have been taken out.

Jeff: Oh. All right. Oh. The 250-foot craft departed from—

Bill: From Antarctica.

Jeff: Okay. It was built there. I assume it would have been manned by both human and extraterrestrials.

Bill: No, it was all German.

Jeff: It was all German?

Bill: Yes. It only had three Japanese fellows.

Jeff: Okay. Oh, this is an amazing. So, down there today, right now, is there any of this still there? Do you know? Is that cavern still there? Was it sealed off? This is too big of an operation to make vanish. It would have had to have been blown up or something. What do you know about that? Anything?

Bill: Well, I would rather not speak about that.

Highjump

Jeff: Okay. You just said a whole lot without saying a thing. Thank you for that. Wow. We have to pause, but I'm not going to pause. We're going to keep going here on this. Go ahead, Bill. What's next? For those of you listening, look up if you want, look up Germans in Antarctica. Look up *Operation Highjump*, which was the name of the huge task force sent down under the command of Admiral Byrd to neutralize this whole thing and find out what was going on. And they got their butt kicked bad.

Bill: You're right.

Jeff: They limped home and it was all covered up by the media. Oh, they returned, but they didn't find anything, blah, blah, blah. Not true. There's some film on the internet, Bill, allegedly showing some of the discs down there, the disc-shaped craft firing on the ships and so forth. I don't know if it's legitimate, but it looks it, but that's just a little side bar.

Bill: Yeah. Well, actually, it happened. We had several hundred airplanes in that battle group, and the UFOs shot every one of them down. The UFOs came out of the ocean and just took them out one right after another. And we used some of the DC-2s, a flying boat.

Jeff: The PBYs?

Bill: Yeah. PBYs and PB4Y-2s.

Jeff: And the UFOs just knocked all those down. And all the carrier-based planes, they shot them all down. All were lost.

Bill: They took every helicopter.

Jeff: Wow. Wow. Where did you hear this, Bill? I don't want names, but what was your source?

Bill: Actually, I would really rather—

Jeff: Okay. That's all right. I got it.

Bob: Bill was not in the Navy yet at that particular time.

Jeff: I understand. I hope that— Dr. Bob Wood, maybe we— I don't know if it's in the book, but I think *Operation Highjump* is certainly worthy of an extensive paper as to what Bill knows happened. It will help fill in an awful lot of empty spaces. We were just told to get out of there and we didn't. We went down there. And according to what we just heard; we were just destroyed. It was amazing they allowed our ships to return. I guess they wanted to because if they had sunk all the ships everybody would know something terrible was going on down there. So, they let the ships go back.

They knocked down all the fighter aircraft, helicopters, PBYs, and the others and let the ships come back home. I think they sunk one ship. I don't remember.

Bill: They sunk several ships.

Jeff: Okay. Well, you get the picture, folks. That's wild. Now, I did ask William Tompkins— the book is *Selected by Extraterrestrials*— if anything was still going on down there and he declined to answer. And I think all of you understand that we're not going to go any further with that. I think most of you understand the potential in this situation. So, we'll leave it. It is a very smart audience. Thank you for sharing as much as you did. Bob, where do we go— Where would you like to go next with his story? You're the editor. Bill has an astonishing recall for detail. This is just an amazing story. Where do we go next, Bob?

Bob: One of the things that Bill is particularly proud of was his influence on the Apollo program by personally being with von Braun and Kurt Debus. And he had some help from one of his Nordic secretaries in strategizing that particular visit, but the ideas that he presented were fundamentally sound. It's important to keep the vehicles in the vertical position instead of them having them horizontally as the Germans used to do. He made that recommendation of having an L-shaped building and that was adopted actually by NASA.

Jeff: So, that was Bill's idea to keep the launch vehicle vertical at all times.

Bob: I don't think I'm overstating it. Is that right, Bill? Would you say that's true?

Bill: Oh, absolutely. Well, Bob, you know, we had Nike Zeus vessels and we had DM-18 missiles and all kinds of stuff. And we always had trouble when we— They were checked out great, you know, horizontal. We fire them vertically.

Jeff: For you listening, those were surface to air missiles. The Nike Zeus. And the Ajax I think was the other one.

Bill: The Ajax was first and the Nike Hercules and then the Nike Zeus was intended to intercept ballistic missiles.

Jeff: Yeah. And that was from the Soviet Union. What you just heard is when the rockets— They would all be stored horizontally and then they would be raised 90 degrees to the vertical and launched if they needed to be, but there were troubles when they would raise them up. So, Bill said,

“Let’s keep them up.” And that’s why they kept the Saturn 5 rocket and the others in a vertical position and that's—

Bob: Exactly right. And he almost personally sold NASA on that concept. Actually, without the approval of his management, which is part of the story that’s interesting in the book. He did it singlehandedly. And ultimately, for this he got fired by management.

Jeff: Okay. Well, that’s been the curse of many otherwise talented groups of people. Inept management. This book stops at what point in Bill’s career?

Bob: Well, when he was at TRW. We hit a couple *of* highlights at TRW. And of course, one of the highlights is what he can say that he saw on the occasion of the landing on the moon.

Jeff: Okay. Now, this brings up— A lot of people listening are going to ask why are we going with we landed on the moon when we have so much evidence that Stanley Kubrick may well have been involved in filming the landing, the Van Allen radiation belts, other problems.

Let me hear Bill tell us about the Apollo program and how he is certain that it did function as we are historically led to believe. Why do you think it went there when a lot of people say it couldn’t and there was so much on the line that the government, our government, decided that they were going to film it here so we could broadcast the film just in case something didn't go right up there? We could not afford to be embarrassed and lose face to the Soviet Union. So, what do you have to say to those folks and tell us more?

NOVA and Apollo

Bill: Well, actually, that obviously is just a political part of the program. It really doesn't have anything to do with the mission. First of all, the Apollo program was the result of the Nova program. And the Novas were cone-shaped vertical ships which are about forty times the size of an Apollo.

Jeff: forty?

Bill: forty.

Jeff: Wow!

Bill: So, these Novas were then built as trucks to haul equipment up because Phase One of Apollo was to go to the Moon. Get up there and look around. Phase Two was to build a 20,000-man Naval base, as Bob says, on the moon, which is a research facility. It had all types of— development of food, you name everything. Not just a military base. And Phase Three was to go to all of the habitable planets in the solar system and/or their moons and to put Naval stations on them. And then the last stage was to go to the twelve closest stars and do the same thing on their planets.

Jeff: Well, they sure as heck weren't going to do these with Saturn 5 rockets. This is the other technology. Now, let me ask you another obvious question. Was the Apollo program essentially misdirection to keep people from considering the fact that we were 100 years ahead in technology and had already been to Mars, even though it crashed in 1945? Was the Apollo program necessary? Was it a misdirection like a lot of people feel the space shuttle program was?

Bill: Well, the Space Shuttle was already to try to cover up from everything that we got in trouble when we got to the moon. And of course, when we got there, like Bob was saying, we had a program that we put together at TRW. So, we were able to tie into all of the missions. Actually, it was like a small mission control like the one in Houston. And I put that together really quickly as a contractor at TRW.

Jeff: You did. Okay. Now, that mission control center was not controlling Saturn rockets or the space shuttle. You were controlling other craft, correct?

Bill: No. We were paralleling the mission. And again, the Navy was involved with this.

Jeff: All right.

Bill: We had military missions besides just the public Apollo

mission that these neighbors have.

Jeff: All right.

Bill: So, what we were doing is we could tie in electrically and sound-wise into the astronauts in the lab and we could hear everything they're saying.

Jeff: Okay. So, you were monitoring everything that was going on up there that the people down here might not have heard, that may have been off limits. What did the Apollo astronauts and which mission did they find that they were not alone up there?

Bill: Well, that was much earlier. Because long before, two years before we sent the Apollo, we already had photographed the other side of the Moon. And so, we knew that. And what we didn't know was that when we got there that we were going to be told "Go ahead and finish three or four more missions. Pick up your rocks. take your pictures and get the hell out and don't come back."

Jeff: Who told us that? Which group?

Bill: The Reptilians.

Jeff: Okay. So, the Reptilians again. Yeah, I've heard that. And we do have some pretty substantial data that the astronauts up there were seeing large ships parked watching them and so forth and that those remarks were censored by Houston. They never made it out to the public.

Bob: Well, Bill has a sketch in his book that he drew of what he saw on that occasion.

Jeff: All right. We got to take a break. We'll come back and pick this up in just a couple minutes. This is just some of what you can find in this extraordinary book by William Tompkins and stay tuned. We'll be right back.

Jeff: Okay, and welcome back. Dr. Robert Wood and William Tompkins whose new book, *Selected by Extraterrestrials,* can be purchased right now. There's an Amazon buy link under his name in the guest section of my home page. I hope you'll pick this up. And I want to remind you there are three more books to come, so wow! And it's what Bill can't talk about that is obviously of particular interest to me as a journalist and as a human being. But I get the picture and I think I have a pretty good grasp of some things I was not quite sure about before, especially Operation Highjump. Okay. Bob Wood, where do we go? I don't want to gloss over the Apollo program, and I shouldn't get into the space shuttle program because that was much later. I remember my dad coming back and telling me one time— He says there's a

big argument going on. Should we build the shuttle as a hybrid with a rocket boosting it into orbit or build a space plane? And he said the Germans all wanted to build a space plane, but there was more money for the industry in building the hybrid. It was ultimately a disaster on one occasion, but tell us what you know about this, if anything, Bill, about the idea of the space shuttle program and a spaceplane program. They couldn't decide. They went with the cheaper version basically.

Bill: Well, actually, let's go back again to Admiral Rico Botta's people.

Jeff: Now, you have to say that again. Which people?

Bill: In the Navy where I'm working for Admiral Rico Botta and he had the people who were essentially spies or Navy operatives. They are going over there, bringing information back, and then essentially our office's job was to disseminate that data to the top people in this country.

Jeff: I got you. Yeah.

Bill: Or the top five. Okay?

Jeff: All right.

German UFOs

Bill: So, those fellows brought back information about at least thirty different types of vehicles. For instance, they built UFOs out of chrome-alloy steel. They built UFOs out of wood. They built cigar-shaped vehicles. They built transports. They had built construction vehicles. And so, when you ask which of the two should be built, that really never came up because they were building everything that you could think of.

Jeff: I got you. So, that was kind of just a diversion. Understood.

Bill: And so, when it came to the Apollo program, it was obviously not using electromagnetic antigravity. But then the NASA, which really is made up of SS people as we know, and it's not a research university type of organization, it's a military organization; it's for military missions—

Jeff: That's what my dad used to tell me. He said, "Just remember this. Every single launch is basically military. They put some public stuff in their science to just keep people looking the other direction." He said it's all military.

Bill: Yeah. A great deal of misinformation to the public.

Jeff: Yeah.

Bill: But the point here is that the Germans had already done this. And this young lady, the blonde, she was continuing to do it and she then was shipped down to Antarctica, too, and she is still there.

Jeff: Woah. Woah. Still there right now?

Bill: Yes. And with lots of other people.

Jeff: She doesn't age very fast, does she?

Bill: No. She is a Nordic.

Jeff: A Nordic. I was going to say she's not one of us. She's one of them. That answers that question.

Bill: Yeah. And so, I just want to touch for a minute if I could—

Jeff: Yes.

Bill: …on the two girls that we had in engineering on the Apollo program.

Jeff: All right. Now, where were you? This is Santa Monica.

Bill: Yeah. I'm inside a secret Think Tank, which is inside of Engineering.

Jeff: Okay.

Bill: And this secret Think-Tank is the company that's called

RAND. RAND means Research AND Development. That's where that came from.

Jeff: Oh, okay. All right.

Bill: RAND was started by the information that I took to Douglas.

Jeff: From the Navy.

Bill: From the Navy. And then almost ten years later, I got hired in as a draftsman in engineering at Douglas. My boss, the Engineering Section Chief, reads my background and throws me into this secret Think-Tank. And here I am sharing out the requirements that had come from the Germans in Admiral Rico Botta's operation. So, this thing was so crazy. It was wild.

Jeff: I know. It is.

Bill: Then in that secret Think-Tank, I did larger versions of German transports. So, I designed an eleven-kilometer long like a German transport, which would be used by the United States to take people off of the planet.

Jeff: What was the propulsion? This is anti-grav, electrograv, something?

Bill: Antigravitational.

Jeff: All right. So, we've had that since the `40s basically. The Germans had it first. All right. Now, what about these two blonde girls?

Nordic Secretaries

Bill: Okay. So, one day in engineering, we were working on the Apollo program and one of my managers said, “Did you see the girl over there?” In propulsion. Nobody can believe this. And there was this blonde girl who came in. And so, I had already gone through three secretaries and there were all kinds of problems with each one of them. And we ended up - all kinds of things happen to them. So, one day then, of course, we were more like systems and not just systems of our stage, which is the operating stage of the Apollo.

But because we found so many mistakes in the Apollo program, we then turned ourselves in engineering in my section because I was the Engineering Section Chief into a system study group of the vehicle and then the missions. So then, I started doing missions too, which were Naval missions. But then back to the day when this girl came into my office and she sat down facing me on my desk, and my assistant was with me. We were talking - just having coffee. And she just walks right in. And essentially, the first thing that comes in your head is she’s some sort of New York corporate executive who’s going to buy the whole company or maybe she already bought the company. I mean that was the attitude. And obviously, like what you've read before, the Nordic girls are gorgeous.

Jeff: They're all tens. Yeah.

Bill: I'm married to a blonde Italian girl. And she is gorgeous. But this girl comes in and proceeds to tell me how she’s going to redo everything on the program and then she’s still sitting on my table in a mini skirt. And she picked up my phone and she dialed a number and she said, “Corporate business, you know, I need the phone”. And that attitude continued for four years with this girl. And she actually put stuff into my head, which were the answers to the most critical problems on the Apollo program.

Jeff: She was shepherding you telepathically for four years.

Bill: Yes. And she was brilliant. Unbelievably brilliant.

Jeff: Well, was she brilliant enough to get you in bed? Never mind. Never mind. That’s secret.

Bill: Actually, no. You had to sit in there and just listen to her dialog.

Jeff: Did she have an accent at all, or did she speak just perfect English?

Bill: She was right out of Hollywood Boulevard. I mean she was gorgeous.

Jeff: I got it.

Bill: But she was extremely. . . she never stops. And she made you feel so good. It was an enjoyment just to be around her.

Jeff: How fascinating.

Bill: But when you read the things that she did, it was staggering and I'm not exaggerating. And much of what I did I got from her.

Jeff: Wow! I was being facetious about the bed thing because I know you're a very happily married man for a long time and you wouldn't do that. People didn't do that back then. Did she ever try to force herself on you in that respect?

Bill: Never did, but she talked to other people like we were boyfriend/girlfriend.

Jeff: Ah, she was attached to you. I got it.

Bill: Yeah. And she was just a flirt. An absolute exquisite flirt. Unbelievable.

Jeff: What a story.

Bill: Her uniform on the day they came in— Later on, some other girls came in. We started getting nothing but miniskirts. And it was a lot of fun.

Jeff: Well, it's always nice to have fun at work. Now, she clearly was a Nordic. Correct?

Bill: Yes.

Jeff: As you look back now.

Bill: They both were.

Jeff: Yeah. There were two. And they don't seem to age like humans do. They maintain their looks. They're there. Did she ever say anything to you that was really unusual or suggestive of— Does she know that you knew she was a Nordic?

Bill: She always denied it. They both did. They both denied that they were not. Okay? They always had excuses and they had a father who was a bankroller and so and so, which was all BS.

Jeff: I see.

Bill: But you're going to love some of the situations where we get into what you're talking about.

Jeff: Okay. All right.

Bill: You really have a ball.

Jeff: It's in the book.

Bill: This book is not only amazing. It's entertaining too.

Jeff: Well, it sounds like Book of the Year. Story of the Year certainly. *Selected by Extraterrestrials*, William Mills Tompkins, edited by Dr. Bob Wood. Would you gentlemen come back on the program very soon and can we cover this book a little more?

Bob: Yeah. You should be able to get me any day and sure any time.

Jeff: Well, we'll arrange it and have you both back. We'll do another two-hour session. This is just amazing. Obviously, the book, whether people take it as one hundred percent truth, is kind of beside the point. It's a fascinating story predicated on historical and scientific achievements right in the middle of them. And I don't know how you can lose. You've got it all in this book. Your life has been just breathtaking. Bill, thank you very much for being here. We'll talk soon. I'll get you back on and you take care yourself.

Bill: Okay. I really appreciate your taking the time. I'm not kidding. You can have some fun reading the book. You'll enjoy it.

Jeff: I hope I did you right and I hope you enjoyed the conversation. I sure did.

Bill: Very good.

Jeff: All right. And Dr. Bob, great to have you back again.

Bob: Thank you.

Jeff: All right. We'll talk to you soon.

Bob: Okay. Thank you, sir.

Jeff: Good night.

Bob: Good night. Have a good weekend.

Jeff: You too. Okay. Wow. Well, so many things.

must pause and come back for hour three.

ur three was an interview with another person. Ed.)

Chapter 2
INTERVIEW WITH MICHAEL SALLA AND BOB WOOD

This chapter reports on the interviews that took place at the residence of Bill Tompkins about 7 weeks after the interview of Chapter 1, when arrangements had been made for Michael and Bob to meet. Again, we are reporting the entire conversations. Sometimes Bill was showing us projections of view foils on a screen that was photographed by Michael. Although the original view foils could not be found in the twenty-two boxes of material that Bill's family passed on to Bob Wood, many of the images were photographed by Michael Salla and they are shown when relevant. Four hours of conversation are reported in these two chapters.

This chapter is a chronological record of our detailed conversations. Like any conversation, there is some rambling, and in some cases, we are looking at images the reader cannot see. However, Michael and Bob regard these two chapters as a great introduction to most of the topics Bill will discuss in this Volume 3. Ed.

Interview Transcripts
Bill - William Tompkins
Bob - Robert Wood, Ph.D.
Michael - Michael Salla, Ph.D.
Recording Date: Feb 25, 2016
San Diego, CA
Audio Recording of First Session

As the recording begins here, Bill had been talking about how he was involved in designing the workstations for the P3 aircraft nominally used in antisubmarine warfare.

Antisubmarine warfare on UFOs

Bill: This has been going for a long time. Actually, the United States has forty or fifty P3s for this type of a mission. And the NATO countries have another 150 or 160. And so, they operate together with the same type of equipment. What is sort of interesting about this is that there's a separate definition for the Navy's mission and it has been for a number of years. Anti-

submarine warfare. ASUW. “Wait a minute, we said A-S-U-W. What was the U for? It’s just plain ASW, I thought?” No, we got the U in here. The U is for missions, planet-wise, to locate extraterrestrial bases both on the bottom of the ocean and the lakes, as well as underground. This is probably the most important program the allies have ever had for locating extraterrestrial facilities. So, the mission also covers large numbers of extraterrestrial vehicles, different sizes of which are cruising the oceans of the planet. They have been seen right off Catalina here in California, coming up out of the water in the canyon between the coast of California and the islands. And that’s only thirty miles away. So, they’re operating right off the California coast. Operating! But further out, there are massive bases of extraterrestrial facilities from different star’s planets. We are talking about something really important here.

So, the P3s, I’ll sort of fold into the TRW worked at for many years - the TRW system which was addressing this problem. And that was like 1978. And after we got this program, I was called back into General Dynamics who won the production contract for developing these systems and all the new types of radar antennas to update the extraterrestrial systems.

The amount of advanced AVI systems that went into the new operating equipment to locate the bases was standard. The number of contracts involved was unbelievable. So, of all of these different systems, some of them were completely new, and we didn’t have them. TRW then worked with General Dynamics in supporting the production system to build very large numbers of P3 aircraft to operate worldwide both by United States, Canada, and the NATO countries.

This is called ‘threat reversal’, which was originally done at TRW addressing the missions. So, reversing the threat was conceived, developed, and planned by TRW. General Dynamics then took that information and implemented it into what constituted a very, very large number of P3 aircraft.

No classification markings

Oh, I need to explain this. Much of what you’re looking at is being presented as normal missions. The word ‘space’ is removed from the documentation. Actually, you don’t even have marked classified information here. We operate and I operated that way for several years in Naval Intelligence back in 1942.

So, my background in this is extensive. And it was all in early days, we

didn’t mark anything with a big stamp on it. We just worked with systems that were more advanced than security classifications. We openly worked with that. So, once again, we’re talking about force levels. Okay, the ‘force levels’ has a number of aircraft and training facilities to support for a squadron of P3s. This concept has an unbelievable number of bases devoted to this mission all over the planet.

Instead of having what’s published, maybe 120 squadrons, we got to magnify that by ten for the real numbers. And so, it was necessary even to take reserved Naval officers and enlisted personnel, pull them out of their work and go active, which this doesn’t happen very often in so-called ‘peacetime’.

They were participating. And the extent of communications between personnel when you have seventeen personnel onboard, just the fact that all these people have to be completely redeveloped and retrained for systems that were more exotic than almost any other systems in the military. It’s interesting on the timeline to address the actual major command center equipment in putting this together at TRW instead of having just the normal operator sitting at a table with a computer in front. We did the human engineering program to have these people working together. So, the arrangement for this was unbelievable because we had as many as thirty different types of sensor systems that we had personnel operating. And this is staggering; missions that are operating twenty-four hours a day, seven days a week. Half of these numbers are nearly 3000 P3s operating every single day and are operating today. This is kind of different than normal programs. The support sessions for this are extensive; retraining the personnel, updating the equipment, updating the sensors. It’s far more of a program involving hundreds of thousands of contractors, besides the major contractor. This is important because these people are at these stations, twenty-four hours a day. There are totally different human engineering requirements for these people.

Bob: Does this relate to the ASW program, too?

Bill: This is essentially the old system, which you can see was complicated. What you have to visualize is this new system that was developed and designed is fifty times magnitude of what you are looking at. This is a standard position with the normal anti-submarine. The magnitude of what went into this equipment is unbelievable.

Earth geology involvement

Bob: Now, there's a section here that's labeled 'TRW-1968'. Is this a subject you are getting to, now?

Bill: Yeah. People involved with this program turned out we were heavily involved with the planet and the interferences taking place with extraterrestrials trying to prevent these systems from operating. So, geology became a major part of the TRW issues involved in the 'How do we control this?'. What are the operations? And so, this particular fellow is my cousin. [Dr. John Walter Handen] He was one of the top astrophysicists on the planet and he set this program up at TRW to relate one of the requirements of the ASUW program. We're talking about geology of the planet affecting the communications. This is a completely different thing involved.

Bob: This next slide?

Bill: Yeah. That is an indication of what we have been involved in trying to at TRW and trying to picture how these things will be handled on another planet. So, going back to the astrophysics of the ability to operate our sensors in a way that would operate in the different electromagnetic levels of energy on the planet. And you say you don't bother with that, we found that this was something that bothered our sensors, completely new to what normal sensing systems would normally have to be addressing.

All this had to go into the TRW program and then it was implemented by General Dynamics into all these contracts.

Bob: Does this relate to that?

Bill: The core of the earth or the other planets is what's affecting communications in ASW. I think this is what you have to say, and you don't address that normally. Many types of aircraft would also be involved in certain situations that were discovered. It was then that extensive operations against some of the vehicles began. So, you were saying we weren't at war? We have vehicles that we have received now and some of them shut us down.

Bob: Tracking systems?

Bill: And this again is a normal mission situation after you have located the vehicle, or vehicles. And then you take the action, your mission to attempt to take them out, and have plans all set up, missions all set up. And again, this is now involving aircraft carriers and support ships, it's involving standard missions. But then, these are different missions. So, you have to use what you got.

Bob: Is that it? It's a memo?

Bill: Yeah. This is where the cruise missile system was successful in

taking out extraterrestrial vehicles.

Bob: Is this your responsibility? For certain things like that?

Bill: Yeah!

Bob: Okay, WM Tompkins was responsible for the following?

Bill: Oh, I was responsible for putting that program together.

Underground lakes

Michael: You said those ground-launched missiles were aimed at UFOs over the oceans?

Bill: Now, it's hard to believe that in the Great Lakes in United States between United States and Canada, there are bases there. And there's large lakes all over the planet. They're in there, too, and they're particularly in underground lakes.

Michael: Did they develop weapons for craft that were under the lakes or in the lakes or under the oceans?

Bill: There are programs for that, yes. Of course, we now know the number of tunnels which we have all over the planet. Unfortunately, some of the extraterrestrials have their facilities there.

Bob: What's the next slide?

Bill: Okay. This was start of the system to be told for the launchers. If you get to the next one, you'll see where that changed. Let's go to the next one. Okay, this is the concept of that system which I was involved in. These are sketches of the start of the program, engineering sketches.

Bob: Did you draw this?

Bill: Yeah. You can have some of those in the conference room so everybody can see what we are talking about. So, what were the modifications from the standard? What do we have going here? But remember, you have large numbers of facilities underneath the ocean. And you have missile systems, but you use them against other ships, okay?

Bob: What's the significance of that?

Bill: The significance of this is trying to show the number of admirals involved in these different systems who all have systems in areas to cover. Crystal City in Washington, DC, has fourteen admirals.

Solar Warden

Bob: I came across this. This one is totally different. What was this?

Bill: Oh, that's one of their approaches, concepts.

Bob: This is our concept?

Bill: US Navy. Solar Warden.

Michael: This is Solar Warden concept?

Bill: Yeah.

Michael: And when was that put together? That concept? What year?

Bill: This was ’79. There’s a whole program on those guys and facilities.

Bob: In your judgement, do these Solar Warden program vehicles look anything like these?

Bill: Some of them were almost identical. You don’t have to have that streamlined. It can be square and still operate. Okay?

Michael: And they were space battle craft?

Bill: They were for major engineering. Actually, I did this Solar Warden program when I was in the secret Think Tank doing the same thing during the start of it.

Michael: Was it called Solar Warden at that time? When did the term ‘Solar Warden’ first come into use?

Bill: I did it in early ’53. It didn’t actually start building until 1980. The concept was done in the secret place. The Solar Warden. Some of the stuff was way out.

Bob: This is General Dynamics 1979 folder we’re looking at here. And it looks like it’s good with the subject that we have. We’re talking about worldwide sea control requirements.

Bill: Well, this is still part of the same program because actually, what you’re showing is what’s taking place in the complexity of trying to control sea power with the missions of extraterrestrials. And it’s not easy. It’s tremendously complicated.

This is the Commander of that operation and that whole thing. That’s the problem with the order and it’s not an important thing for us to do. This is during the communication systems for the anti-submarine missions. It’s extremely complicated, especially with the NATO countries.

Bob: You say that the Navy consistently did not use classified stamps to discuss this kind of plan?

Bill: Not at this level because you’re talking about the front-end. Now, the interesting thing is the Soviets know about it, too. And we had the Cold War. The Cold War wasn’t as much a Cold War as everybody thought it was because the top people… this is when you come in to… Operations used to be C-1, C-2, C-3 and then C-4, which is the communication systems. So, as

this original normal mission got changed and added on, and completely understood, you still have something to grasp operating with old equipment. The Soviet knows about the same thing. Much of their effort was not really against us. This is interesting. They were doing almost the same mission that we were doing. In outer space systems, we worked together with them.

Bob: Is this a Soviet ship?

Bill: Yeah.

Michael: So, you said you worked together with them on a space mission, did that also extend to corporations like Douglas, TRW, working with the Soviets?

Bill: Yeah, Lockheed, Northrop, working with North America Aviation.

Getting more platforms for P3's

Michael: So, Soviet scientists would come and collaborate with the engineers and scientists in those corporations?

Bill: Yes. I have something in the early documents that I'll show you.

Bob: So, here's the shot of it. That's the Soviet ship, too?

Bill: Yes. This chart contains the ship which we did with the Soviets to make it larger. That's the standard carrier but the next chart will show how you modify a … actually there are over 400 converted ships into ASW. Just get platforms out there. And you can see here how they're making a flight deck on top of the tanker, which we're still doing.

Michael: So, that would take these tankers and create artificial flight decks and launch P3s from them?

Bill: The Navy calls them platforms, yeah. There's so many platforms. They have their equipment on them, that equipment then is tied into the P3 aircraft. They have their sensors, too.

Bob: And you need all these for P3s?

Bill: Yeah.

Michael: So, the P3s will just takeoff and land on these converted tankers with flight crafts?

Bill: Yeah, but you have stable platforms out there which they look like they have flights. This is a reference to the size of the new Soviet submarines we know their equipment on. This is our Ohio class which is all supposed to be to shoot down or sink Soviet ships.

At the time that we went to the Cold War, the Soviets had some 35 submarines. We have about 45. So, the same situation that took place with

the P3s, both countries built many more submarines that they had any need for. And it ended up that they didn't even put the missiles in them; they put the sensors in them. This is part of ASUW. It's crazy. And so, some of them, they were cruising with no armament aboard. Ours, the Alaska class, don't have any missiles onboard.

Bob: And the ASUW used stands for UFOs or Underwater?

Bill: Okay. The 'U' is extraterrestrial.

Bob: Okay. How does it relate to the letter 'U'?

Bill: Related to the UFOs.

Bob: Okay, that's what I thought. Thank you!

Bill: Now, look at the size of this sensor. That is a Soviet. That is to take out our sensors. We're both doing the same thing.

Michael: Now, why would the Soviets want to take out the American sensors if you're both trying to track UFOs and USOs and you're collaborating?

Bill: Actually, there was no collaboration on this program. It was at the end of the Cold War. But we have many. Some of those military Naval satellites are enormous, for which you have no information. The Soviets have the same thing. Their missions are to address the extraterrestrial vehicles coming and going.

Michael: Are any of these Soviet and American satellites actually manned space stations?

Bill: Yes.

Michael: So, for example, the orbiting manned laboratory that Johnson announced in 1965, they actually did go out there, didn't they? They cancelled officially but it did go unofficially.

Bill: Well, I'd have to say unofficially.

Bob: Well, that's because the contract was given to McDonnell Douglas where I was working. And the official statement was, of course, that it was totally cancelled and suddenly, they realized there's lots and lots of people involved. But apparently, it was given to another contractor.

Bill: Yeah.

Bob: Okay. Do you know which one?

Bill: I'm not sure of that. I think it was Northrop Grumman. Northrop actually bought TRW and took over the whole thing. Okay, this is just a statement of "You learn from what you did before". So, the learning curve on this program was unbelievable. Actually, we had a lot of problems with this

program. And so, the learning curve on that one I guess was the longest in the whole system.

Bob: Okay, we got into 1979 now. And we're talking about the interior of the aircraft.

Bill: Okay. Because this is the major problem of communications, all commercial airlines not understanding radiation that's coming from this core in Atlanta. And from the military standpoint, it's like a jammer in situations where you work to accept it and come up with a system which will operate without being jammed. So, you'll have to do a whole lot more about your own thing.

Michael: And was the conventional understanding of the earth, something that TRW operated with and you were understanding that there were various layers? Or it wasn't anything like a holed-out earth or huge caverns or a honeycomb earth. Did you come across anything like that?

Bill: Well, as soon as you do that, you run into the underground facilities which are here on earth. And those have been operated by extraterrestrials and have been on for thousands of years in the civilization stand. There are civilizations which have become extinct on the planet. We all talk about that. It's important to address everything. Whereas a normal military mission has a specific mission, and everything focuses on that mission.

But what you're talking about here, you have a situation for the magnitude of what's involved; it's totally different than anything we've done on the planet. Now, other stars' planets, this is old stuff to them. We were in a learning curve so we're making our own mistakes. But the magnitude of what you have to do is the problem.

Underground bases, caverns, and tunnels

Michael: And hadn't they located these underground bases that belonged to extraterrestrials?

Bill: Say that again?

Michael: How did the corporations and various military branches, identify the locations of extraterrestrial bases under the earth? What kind of technologies did they use to do that?

Bill: Well, the Air Force had to make diggers, and you've seen those. And so, they started digging and they ran into the caverns, there's a whole bunch of stuff there. Down in Mexico, they have the same thing, they have a NASA facility there. Mt. Shasta in California has one of the largest facilities that's

equivalent to four times the size of Los Angeles. It's massive!

Michael: So, the Air Force and other military entities would use technologies to build underground facilities and they would encounter these massive caverns, four times bigger than Los Angeles?

Bill: We have built our own, but we have discovered many of theirs. The slide is not here but one of the slides goes into Mt. Shasta locating the tunnels. We have given a list of the Navy personnel in my Navy League Council up in Oregon. There are Navy Captains, even Marine Generals who are working. They are retired from the service, but they are still working, and they have their own aircraft. And they have been flying all over western states looking for underground bases. It's a major program.

Bob: The next subject seems to be an E2C program. [Northrop-Grumman] Do you want to talk about that just a little bit?

Secrecy about the U mission

Bill: E2C *[The Northrop Grumman E-2 Hawkeye, an American all-weather, carrier-capable tactical airborne early warning aircraft]* is a Grumman aircraft which is essential to underwater detection so go to the next one and I'll show you what it is. Here we go. They've been changed seven times and updated, and they work for sensing vehicles underneath the ocean.

Michael: They seem to be very similar to today's AWACS. Are they exact prototypes?

Bill: Yeah. It's carrier based, and that's AWACS now, with all the new updates. They have sensors for locating vehicles in the lakes and in the ocean. And this is sort of the indication of the old type of mounting for personnel. I can say that there are completely different approaches that are far better.

Bob: You helped design the interior?

Bill: Yeah.

Michael: And did you design it with the objective of helping identify these underwater or these USOs that the Navy is interested in?

Bill: Yeah. It's like a command center. There are other photographs that we refused to let you see which are underground missile launch centers, but we'll go back to this one. All this was separated and used for extremely small, almost invisible circuit boards. So, the size of this mission, instead of going up, just went down on that area that we got, still using the same airplane. Each aircraft becomes a command center. That's a different mission entirely for an ASW mission.

Miniaturizing the electronics allowed us to get to unbelievable equipment into that same old fuselage. We did make it [the plane] longer.

Bob: This is an example of miniaturization?

Bill: Yeah.

Bob: And this is the summary of the program, I think?

Bill: Oh, the simulated program for this mission, they even got Engineering into a massive contract. And two of the others were involved in coming up with the simulators because the mission was so totally different than anything we've ever had. This was totally different, trying to get into the inside of the vehicles which were on the bottom. We tried to do that.

Bob: Well, this says 1981. There are demographics at the top. Looks like it has to do with Convair.

Bill: Yeah, it is.

Bob: And it has to do with the threat reversal program you had earlier.

Bill: Yeah. This is another part of it. I was able to be a principal in TRW and as a Program Manager on the developmental assistance. We go through this on all programs but what you find in your strength and weaknesses becomes a major task and you step back, and you look at the whole thing again and redesign.

Bob: Okay, I wish I had a date on this. Are they all civilian systems? Or are there other kinds of systems?

Bill: Yeah. Air Force and Navy.

Bob: E3C?

Bill: Okay. That's the one that had back-fit to the whole new system, whole new sensors, receivers, transmitters. And you have to keep the aircraft. This is the reason we don't have brand new aircraft operating all the time. We've got equipment that's old, but we need it. So, we take everything out and put it back with the new system in with new sensors. The size or the magnitude of your program is staggering.

Bob: This was to keep the thousands of PB3s, right?

Bill: Right. What we're really trying to say in this is that every technical field is necessary to accomplish what's being accomplished. And we're operating with people vs. the extraterrestrials who are way ahead of us.

Michael: So, just in terms of that previous slide, there was the difference with ASW and ASUW. So, presumably, some personnel were briefed as to what ASUWs were and other personnel weren't briefed but when they reported something or checked something, it would go up the chain of

command and people would make decisions as to what is what.

Bill: That's correct. And the 'U' in that word like the word 'space' is almost removed from this program.

Bob: So, the fact that we had an active space program and the fact that we have a focus on UFOs were the two things in order to keep from telling the secret?

Bill: Yeah. But you don't see a secret.

Bob: This new PB3 has competition?

Michael: At this time, you were working for what company?

Bill: General Dynamics.

Bob: And so, these were the General Dynamics' internal charts used to define the program.

Bill: See what year it is there. '82?

Bob: April '82.

Bill: Now, with the sub-miniaturization the old crew numbers were fifteen and seventeen. We were able to get fifty-six stations onboard because we miniaturized everything with this advanced equipment. And so, you can have more people studying more areas, and then working together on a specific mission.

Bob: So, each PB3 became much more effective?

Bill: Yes!

Michael: And that miniaturization was happening in the early 1980s? This is like before the computer revolution in open source society? Something like that?

Bill: Well, when there was a crash at Roswell, we went in and grabbed everything. And so, even on the other program, Apollo was done as an extraterrestrial mission.

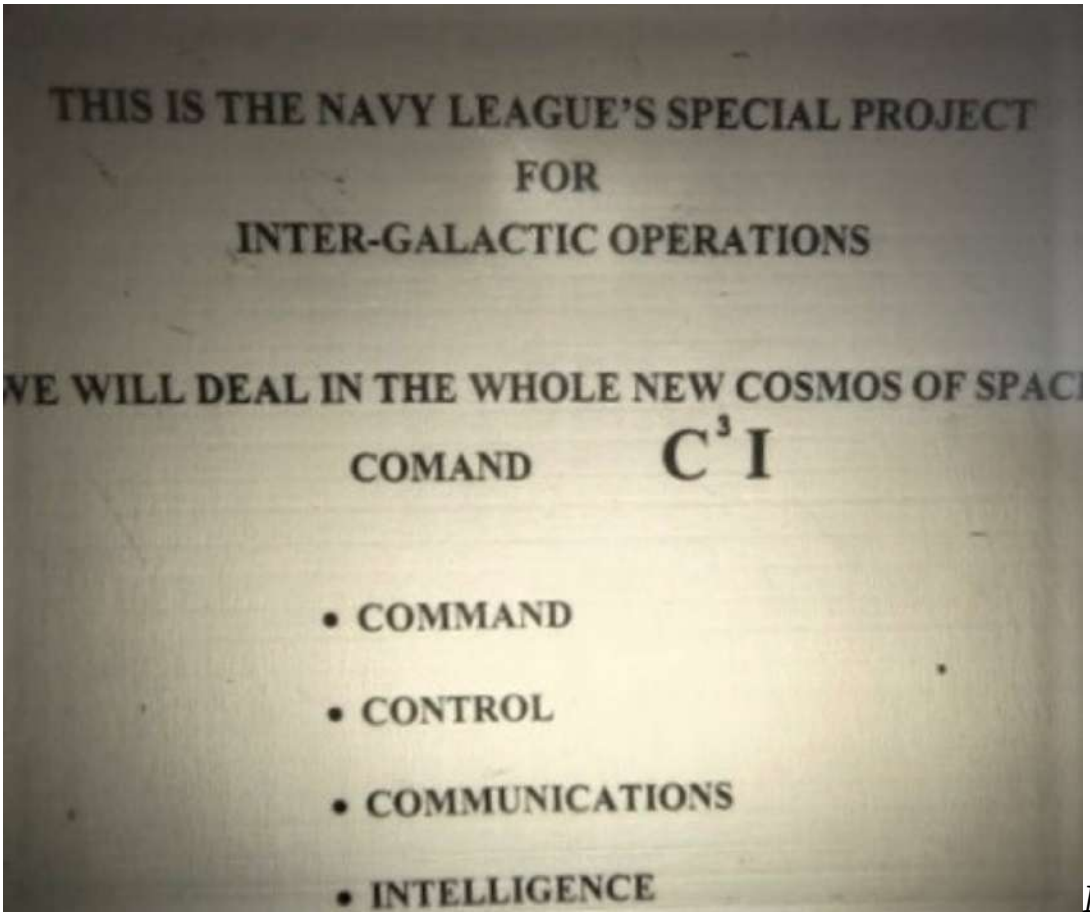
Michael: So basically, miniaturization in classified military programs happened throughout the '80s. But in the civilian sector, in the open source society, it only came in the 1990's that we have miniaturization?

Bill: Oh, yeah.

Bob: Okay. This is strength and weakness again, evaluation of different contractors. Okay, I took care of that setup.

At this time, there was a break in the recording and other topics were discussed after Bill had found some view foils that were relevant. This part deals with the Navy League Special Project for Intergalactic Operations.

Figure 3. The Navy League Special Project had large scope



Navy League Special Project

Bill: You've got a handout of Navy people responsible for this Navy League Council that I started up in Oregon, and we had specific missions up there with extraterrestrials, particularly in large mountains up there.

It's interesting that if you read that little list of names how many of these personnel, who were out of the Navy, but were still in the Reserve, were pilots, Navy pilots, Commanders or Captains. I happened to have one of the largest groups in the country in this Navy League, supporting extraterrestrial missions.

Figure 4. A Solar Warden Vehicle

Solar Warden images

Bill: That's the correct position for that, even though it doesn't look like it, it's in a dive. This is only up here to visualize hundreds of different types of vehicles for different missions which we have for them. And you can see the magnitude of the dishes over there how to handle a vehicle.

Bob: A space vehicle?

Bill: A space vehicle, yes. Those are built, they're operating, they are Solar Warden.

Bob: So, this is a Solar Warden Craft?

Bill: Craft, Yes!

Michael: So, that was built as part of the space surveillance, Solar Warden program, space carriers, and those kinds of ships?

Bill: Are you referring to where it was built?

Michael: No, what was the function of that in the Solar Warden program? Was its specific function surveillance as part of a space Navy …

Bill: Well actually, it was built with the Solar Warden ships, kilometer long spacecraft carriers, that's the word. They were built in an underground facility near Salt Lake City, Utah, East of the Wasatch Mountain range. It's in a big wide valley, and the facilities are all underground.

Bob: So, they are longer than two kilometers, the underground facilities.

Bill: Oh yes, some of them are, well the transports are 13 kilometers.

Bob: So, what's the size of this one on the image?

Bill: That's about 150, 160 feet. But there are all different missions, even support. Like a Naval battlegroup has different support ships.

Bob: So, what's all this? [loads several similar slides on right]

Bill: OK, this is part of a Navy League program to support a C3I command control center which I had the Navy League Reserve people put up at their facility in origin. So, we started training sea cadets while we're training Naval personnel.

To get my computers, I knew a guy down at Naval Air Station, San Diego, and they had 14 computer centers. So I knew that guy, because I was in Oregon, I flew down there and talked him into, they were upgrading them, so I got sixteen of them, and that I used for this simulator, which is a command simulator. It worked really well. Another type [of craft], different

Figure 5. Another Solar Warden vehicle

mission.

Bob - Is this another Solar Warden vehicle?

Bill: Yes. There's hundreds of them. I mean different types. Incidentally, on that, all of the main eight Solar Warden battle groups are old, real old. They are in the process of being completely replaced by twelve new ones, which is a major program going on because they are very old.

Michael: So, the current plan involves twelve battle groups under … development.

Bill: They are completely new, everything is new. Not just the ship … [new] hardware, everything.

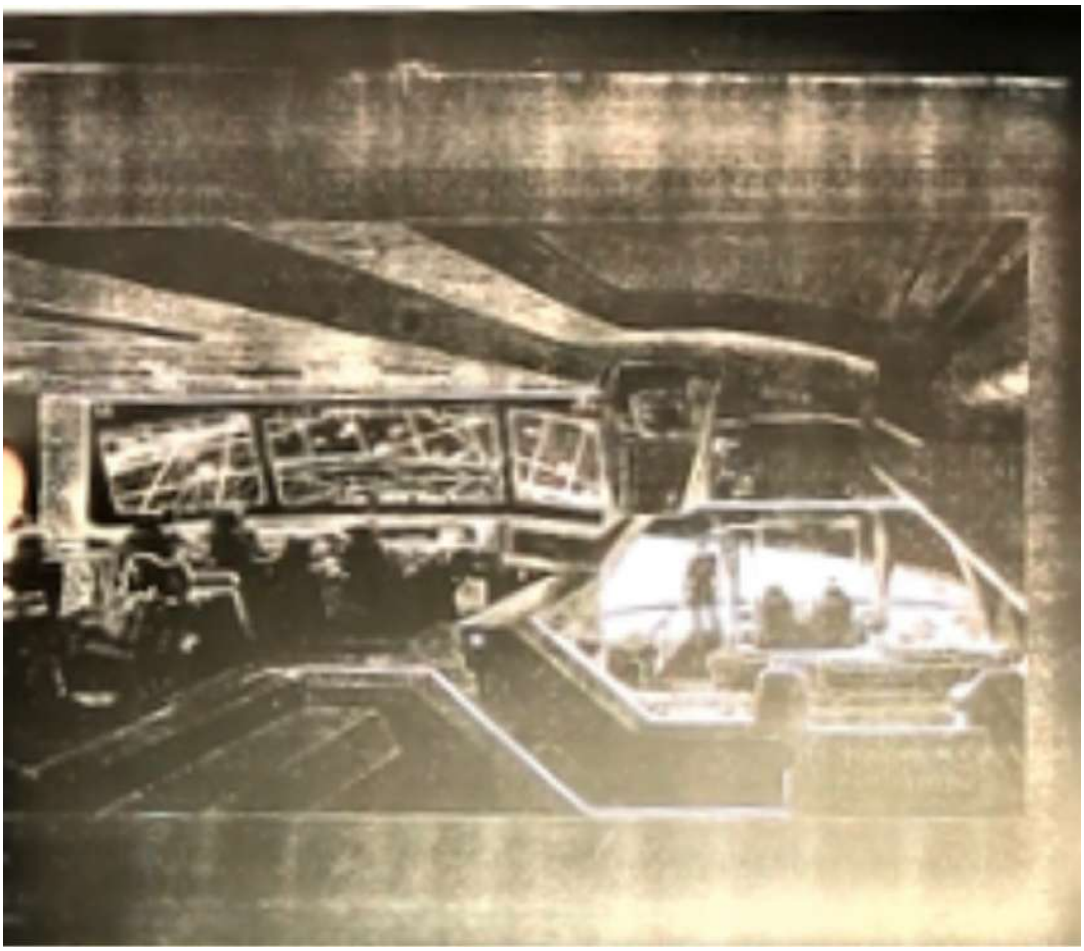
Michael: When will they be deployed?

Bill: I think first deployment will be two [battle groups] in 2031, or close.

Michael: They are under current design and manufacture …

Bill: It's all part of the stage. They have built a real fast program to get a prototype. They are four kilometers long rather than one kilometer.

Figure 6. Interior of a Solar Warden vehicle



Bob: Can you see that? What do you think that is?

Bill: OK, this is the inside of a Solar Warden spacecraft carrier. That's the command center. See photo nearby.

Bob: This also looks like a Solar Warden …

Bill: That's what the equipment is.

Bob: That's the details of the equipment, this … between 1982 and 1988. OK, that's exciting

Figure 7. Details of the equipment

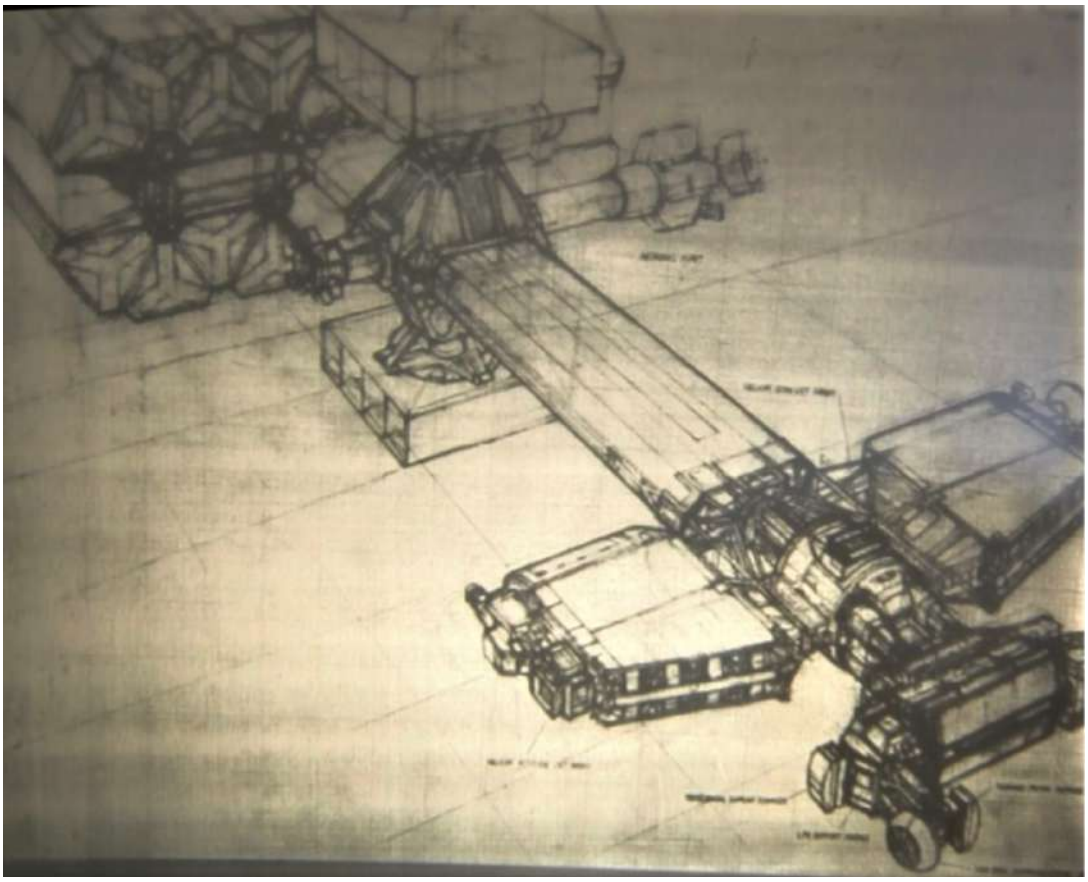
Bill: I thought there was a picture of one of them, maybe it's not there…

Bob - There's this one.

Bill: OK. This is brought into, this part was [brought] to an Admiral, who I presented this to. There was a detailed study of different types of vehicles and the engineers … they were essentially making the vehicles that didn't have to have the weight they actually had. By assembling them in space, which is what they do now. It was like a tenth the weight. It's crazy. So, there were different types of vehicles being used.

The way you see this you think there's a vehicle around this. This is the inside of the vehicle, it doesn't have to have an outside shape to it, like a fuselage. It can operate this way.

Figure 8. This is the craft inside the fuselage



Bob: This looks like construction on the ground because there's wheels there.

Bill: Yes, wheels come down because when you land … you can move it around. What I'm trying to say is that if you can, visualize this being surrounded by a tubular fuselage. This is the guts of what's inside, OK. This is the guts inside. Take away that fuselage, you can fly it without the fuselage. You don't need it out there. If you assemble it out there you don't need it. If you assemble it down here you've got the problem of air that you have to deal with. This is the reason so much of the construction of the Solar Warden system is being done in space.

Michael: So, for example the first eight battle groups for Solar Warden were built near Salt Lake City at the Wasatch Mountains, and these twelve new battle groups …

Bill: Yes, those were built under the ground near …. As you learn, your learning curve is going up …

Michael: Just to recap, the original eight Solar Warden battle groups were all built underground near the Wasatch mountains?

Bill: Yes, a very large facility, and the door is extremely interesting, I was one of the fellows that …

Bob: Was Grumman the primary contractor or were there multiple contractors?

Inside a Nordic craft

Bill: Both the contractors were involved but one of the engineers was driving up Highway 5 to Seattle. North of San Francisco, he saw a UFO. The UFO came down in a group of trees. And he said, I'm going to talk to those guys. He gets as far as he can go on the dirt road, and then he has to walk a little to a great big opening. He heard this guy say, "come on over, we've got coffee for you." So, he gets out of his car and walks up underneath it. The craft doesn't have the landing gear down, it was just floating, but the ramp came down with the stairs on it. "Come on up, you'll have a ball. I've got candy and stuff." Anyway, just kidding him, but he got on board. This is an engineer at TRW. So, he gets there and they're all in uniform because it was a Nordic Navy vehicle, OK. Our Navy works with the Nordic Navy.

So, he goes up there, and they get the coffee for him. Everybody in that large vehicle, about 300 feet in diameter, all the girls, all the guys, nobody's got gray hair. Nobody has got gray hair, and so if you type in what is the comparable age of a Nordic person, and it would say 1500 to 2500 comparable years, those are Nordics. Obviously, this is where the question comes in, if the Nordic guys and girls live that long, what are you guys doing? I got to ask that question, why are you fooling around here? Who was on your planet 10,000 years ago?

I've got photographs right here of UFOs flying over, with five gases coming out the back, they fly over Southern California every four to six weeks, they have been for years. Five gases come out. What are the five gases for? The five gases are to prevent you from living longer. And not just a little bit longer, but a whole big boxful longer. On this craft, he talked with these guys, had lunch with them, stayed and had drinks with them. They are all in Navy dress uniforms. None of the guys had gray hair. The guys were all 25/27 years old, and the girls were 21. Everybody on board, so obviously that subject comes up, and I guess you fellows are aware of the new program where we are going to revert back to … maybe you don't have it.

Life Extension at TRW

There's a program going, which again started at TRW. I'm not a medical person but I was very heavily involved in this extended life program. I used systems engineering management like I do on weapons systems, but essentially what it was going to do, and if this program gets implemented here, what happens to you: you take four pills or get four shots over a six month period, and immediately you start to change. At the end of the six months you have reverted back physically to 21, to 29, to 30. Your brain is now maximum 400 percent greater than what you've got right now. You stay there, you do not age any more. Now obviously to implement this program, I've got some documents for you on this. To implement this program the five largest advanced medical groups in your country -- because only the United States is doing this -- are operating. Actually, go way over here, is one of the largest groups for this program: the Scripps Institute. Their program will allow you to possibly not stop living at all…. Your system is a young person's system.

Bob: No aging.

Bill: You have no aging at all. Just like you were at twenty-four or twenty-five or something, you have all the physical (aspects) but your brain, we already have a whole bunch of subconscious that's not being used. This will probably give us another fifteen percent of that, and that would be 400 *[four?]* times what we are using today.

Bob: This was done at TRW during the time you were there?

Bill: Yes, but it's been worked on and worked on and has now some fifty or sixty men, and I think about thirty or forty women have already gone back.

Bob: Gone back in the sense that they had the shots [age regression] …

Bill: Yes … You don't just live longer in this configuration. You revert back to what you were … the girls twenty-one, the guys twenty-seven.

Bob: Do you retain the memory of everything that happened before this process starts?

Bill: Yes. Now that is another program that the extraterrestrials use. So, this is not something that doesn't exist.

Bob: So, do you think that most of the ETs have this capability?

Bill: We know the elite is going to do this. Where do you sign up Bob?

Michael: Some people claim that they went through an age regression

process similar to what you've described, but they said it was a twenty year age regression, so have you heard of that, that in the operational programs in space that people are put on these twenty year assignments, and then regressed back twenty years.

Bill: Well that's Solar Warden … that's standard for Solar Warden but if you look at that, what did you just say? You said that, if I got into the Solar Warden Navy, say the four of us did, we do our years, at the end of our twenty years, we have our option, because we are out there not here. We can go back to Earth and live a life back there. If we go back, we have to sign up for another 20-year term, and we have the age of twenty-one or whatever, that we had for the first time. That's Solar Warden.

Bob: This sounds like to me sort of like a combination of reverse aging and time travel. I'm not quite sure I understand whether it's precisely time travel, or whether precisely reverse aging. In other words, you can have age regression without time travel.

Bill: That's right. Definitely.

Bob: That's what I thought you were talking about when you began.

Bill: We got off onto Solar Warden, and what I'm trying to say is that essentially, with the TRW system, you do pass away, period. Then of course, this would be hard for the planet because everybody doesn't die, so there's a lot of things that need to be cleaned out. But the point is that nearly a hundred men, and some 40/50 women are already in this, and it works. Now, will it work for a long period of time, or will it change, what are all the problems with it? Essentially, your body goes back to the way you were when you were a young guy or girl, and you stay there.

Bob: Well how is your time, does your watch change? In other words, …

Bill: No, your watch keeps on going.

Bob: It's still 2016, you're just younger. Because I thought, as Michael is implying, that there were some legitimate time travel events.

Bill: OK, that's a different subject.

Bob: Well some of the witnesses have reported that they signed up, and they got sent back in time to work on Mars or something like that.

Bill: Well that's true, yes. Some of them went back in time.

Bob: So that has nothing to do with the age-regression process you are talking about?

Bill: OK, and others have gone forward in time… That's different from what we were talking about. But then in this subject, like everything else,

at TRW, you do tradeoff studies. You get a configuration of a problem, or something like this, like age-regressing. You do two or three tradeoff studies, on another way to do that. In some cases, on Apollo, we did thirty or forty tradeoff studies. This is a real thing that has happened and has taken place. And so far, we don't know how long those people are going to live. Nineties for the guys, and thirty or forty for the girls. We don't know how long they are going to live.

Bob: Do you know any of these people personally? I know the program.

Michael: So, it's a program to see how long this age regression technology will work on people in the current time frame.

Bill: The program has some people that are really pushing it. And in their opinion certain people are going to fulfill this…You know the "alumni" are going to be the first to jump on the bandwagon, the politicians will get on, the bad guys will get on… This is a very complicated thing for the planet.

Bob: I would think that the combo has already jumped on years ago, and that's why some guys never seem to die.

Bill: Yes.

Bob: They don't look young, but you describe them going back to appear age twenty-six or so.

Bill: Yes, within six months they have worked it, some of them [pills] are two or three years, but they got it down to within six months. You don't take the pill every day, you only take six pills or six shots. One or the other over six months. But there are variations of this, a trade-off study, variations of this subject.

Bob: What's your information source? You were aware of this and working on this in part when you were at TRW, correct? Since you left TRW [1971], which is thirty years or so, have you had current exposure to this program?

Bill: I got a document, for you twenty-five bucks [joking]. I'll find it, it's in there some place.

Bob: Well, considering the fact that you're 93 now …

Bill: That's the reason I want to get in the program [laughter] …

Bob: But you haven't yet got on the program.

Bill: No. I have not. I have investigated it by two guys I know.

Bob - Do you think it's possible to find someone who's got the pills and the shots?

Bill: That part will come out in roughly a little less than two years from

now…

Michael: Can you describe why that decision was made, [that] two years in public this is going to come out?

Bill: The program's been going since 68/70. It's been going on since 1970, OK. On and off, different research companies have been involved. Even SAIC right here in San Diego works on it. So, there's a lot of different people involved. A lot of programs have been financed, a lot of mistakes have been made, and when they don't want anything more to do with it, they leave, but through that time period, good and bad was accomplished as to where they got almost a hundred men, as I said about 150 people into the program, and it made them younger; they're still doing it.

Bob: This is really an example of another compartmentalization…

Bill: Oh, yes.

Bob: Presumably, the people who are worried about finding the alien races in underground caverns are not the same people, the same level of secrecy, as those who already thinking about age-regression. But on the other hand, if you go higher up, are there a few people at the top that know it all?

Bill: Yes, they've already signed up.

Bob: It's Brzezinski and guys like that right?

Bill: If it works, I'll sign up. I haven't talked Mary [his to wife] into it yet [laughter].

Mary: If you go, I want to go…too.

Bill: What I'm trying to say is, really all I'm trying to say. What we just did here is the tip of the iceberg. This is a small slice…. Really, Bob knows this. There is so much going on. Unbelievable. We got opportunities coming out of our ears.

Bob: Well you made it sound like they are mostly good.

Bill: Yes, I'm saying they are good. There was a guy, I forget his name, he wrote a book, Michael Salla [laughter], he wrote a book, you should read some of the stuff in that book!

Bob: Yes, I've got it right here. [laughter]

Michael: So, this age-regression technology was pioneered by TRW back in the 60s and 70s.

Bill: Yes.

Michael: You were involved in that?

Bill: Mary gets mad at me when I talk about it because one of our family members told me you couldn't do that because you're an engineer, you don't

know anything about medicine. OK, she's right, but I used a system engineering management program to facilitate this whole concept, which sets up four stages of development: concept phase, definition phase, acquisition phase, and operational phase. I'll show you one in a minute. It's all block diagrams. I did the Apollo with it. I did the Apollo with that system. So, in this case, my effort into the program at TRW was utilizing my Systems Engineering Management programing. So, I got to be in on everything that was going on.

Bob: So, you got exposed to more at TRW studies than you normally would have if you had not had this system engineering skill?

Bill: Yes.

Bob: In other words, the other people were pretty much specialized people.

Bill: You say this word compartment. TRW had hundreds and hundreds of compartments … at one time my job at TRW I had one program, my job was to go to her laboratory, and assist them in their program. I was going over to her lab, Mary's lab [figuratively speaking], and that's what I did at TRW, and I'd make recommendations, and so that's what I did. I was not only a corporate manager of my program.

Bob: Was that the Joe Papp program?

Bill: Yes, Joe Papp but I assisted, almost like managed the program on some of these. We had PhDs coming out of our ears there at that time, but this thing of compartmentalization prevents the information from getting out.

Bob: Highly effective too, as evidenced by the fact that hardly anybody recognizes the extent of secrecy that we've had in the world. I have a goal, and that is before I die, unless I get age-regression, my goal is to write a secret history of the world. And that would basically pick off all the different compartments that have established in any country and try to put it in a perspective of what the secrecy process has done for our civilizations. And how they relate to other civilizations.

Bill: You can start on it, Bob.

Bob: It would be fun. My sources for that, I would start with this book by Michael Salla [Insiders Reveal Secret Space Programs and Extraterrestrial Alliances] …

Bill: I read that book [laughter] …

Navy spies, the Nazis and space travel

Michael: Did any of the Navy Spies talk about the Nazis landing on the Moon, landing on Mars?

Bill: The operatives found this data and they brought it back to the Admiral's secret office at the top of the building. You can see the building from when you land over at North Island. These fellows were all over the occupied areas in Germany, and they found all of this equipment. They found the program for extended life. That wasn't really an extended life. It was a life extension program that the extraterrestrials were already doing.

Michael - Did the Nazis have this technology?

Bill: Yes, it was no big thing at all. Some of the things that those operatives explained were in a way that the typists … it was a small office. He was Commander of Naval Air Station, San Diego and so the Admiral would be sitting here. I'm sitting next to him and one of my three captain bosses sitting here. A typist was sitting at the other side of the table and the Navy operative: A Lieutenant Commander or Lieutenant would sit over there. And he would lay out the information [with] some sketches, very few photographs, so it was almost all verbal, almost all. And if it was a system that we had already known about, other operatives from the information two years before, and it was an update of it, he would tie together all of the other organizations that were tied with that specific part, of say the cigar-shaped vehicles, what the weapons were, what the operations were, the different companies underneath the ground, slave labor organizations.

The move from Germany to Antarctica was in operation from 1934 [*Note: The Third German Antarctic Expedition occurred in 1938-1939*] way before the war started. In fact, some of the stuff went down in 1913 *[Note: The Second German Antarctic Expedition was from 1911-1913]*. Large portions of equipment went sent down there. But right next to them were three tremendous size caverns which the Reptilians had. Not Grays, but Reptilians. Germany got two more, about a tenth the size of the big Reptilians [cavern]. They were able to … [go] down, usually by submarine. They built these flat submarines, these regular class, so they could ship all this stuff down. Here they were shipping stuff down, right after the turn of the century. *[I would question whether Bill really meant after 1900. In the next paragraph he alludes to 1932.-Ed.]* Whether they had convinced themselves that they didn't care or they weren't interested in the war, whatever it was, like the Vril Society, they had almost ninety percent of everything that it takes to build extraterrestrial vehicles, whether they were saucers or cigars.

They had that down to Antarctica by 1932. Some of it was going down. Not the main programs, but they had copies of everything that was necessary to build these. They were building these, in production, all over the occupied countries. The production facilities were [using] slave labor... The German population didn't know anything about this. It was all classified.

Bob - Were the UFOs [built] in Germany or down in Antarctica?

Bill - The people in Germany knew nothing about it. In Antarctica they knew everything.

Bob: Where were the UFOs, the craft, being built? In Germany?

Bill: They built the prototypes in Germany. They built pre-protype, something which is ready for production, in Antarctica. They put this stuff in production in the countries all over Germany [Occupied Europe], and they continued to build similar vehicles in Antarctica.

Bob: Ok, so they did have places to build them. I have a question. You have a lot of information of the history of the Nazi activities, what fraction of that came from this exposure to these guys [Navy operatives] during the time you were working for [Admiral] Rico Botta, as opposed to other sources, other times, or other places like at TRW or General Dynamics?

Bill: I think I know where you are trying to go. The four years with Rico Botta would be ninety percent, OK. Now, we need to answer that question. To leave the Navy [*Honorable Discharge in March 1946*] and go to work for Northrop, OK. I left out that I had to go to work for my Dad and sell ladies clothes after I got out of the Navy [*worked with father from March 1946 to May 1947*]. I didn't like that. I went to work for Northrop, OK [*from June 1947 to June 1949*], and a couple of other places and then I ended up over at Douglas [*from March 1950 to May1963*]. When I was in the Douglas Think Tank, I've got packages of data which I got from our documents that we put together, programs inside the secret tank, in the Navy. And I took all those packages all over the United States. I took them to Caltech, JPL, all these different companies.

Serving as a courier, one coincidence package

Bob: When you were at Douglas, in the Navy or both?

Bill: In the Navy, and I end up in Engineering at Douglas, and my chief, my section chief, put me in this secret think tank [*in 1951*]. So here I am in this secret think tank, and right there … was one of the packages that I, ten years before, had gotten onto the Admiral's plane and flew it over to Santa Monica. The way this thing has happened is very unusual.

So, I'm then working on that one [package] that ten or twelve years, a Navy guy comes back from Germany, he tells us about this, we put those packages together. I had ten or twelve girls, typists, put together the packages. The package is not to do it, the package is to take it to Caltech and "you study it." Take the package to Lockheed, "what can you do with this?"

Bob: I want to go back to this table where you and Rico [Botta], the Captain and the Navy spies, sitting at this table, how many times do you get exposed to incidents like that. Was it ten or was it a thousand, a hundred?

Bill: I'd say a thousand, maybe 1200.

Bob: Well that would be like every night for four years.

Bill: Yes, it was like …

Bob: Was it a nightly thing, typically occur day after day?

Bill: They [Navy operatives] would stay with us for maybe a week, and we tried to put together, better define his information, OK. Then we'd put that together as a package and we'd fly that out.

Bob: So it would usually be one source would give his story, it might take two or three days for him to give his story, and it would be packaged up, and you would take it away.

Bill: I'd say this continued …

Bob: What I'm trying to do is grasp the overall scope of those say three or four hundred deliveries you'd make, and some of the stuff had to do with Nazi history. Did some of the scope have to with, for example, age regression, Nazi age regression, as well as Nazi UFOs

Bill - Most of it was Nazi UFOs

Bob: I'm talking about what the Nazis were doing in a military mode.

Bill: Yes, it went to weapons systems, all types of advanced weapons systems, all types of methods of war.

Bob: Did you get exposed to the Haunebu craft designs, or anything like that during that time?

Bill: I was involved in making sketches of some of the stuff that was actually there.

Michael: Did you ever come across the term ‘Haunebu’ as a description for various models of German antigravity vehicles?

Bill: No.

Michael: What about Vril? Did you ever come across Vril as a designation, Vril 1, Vril 2 …?

Bill: Yes but remember the stuff that we got … the wording was in English, some of the documents that we got were of course in German. But we didn’t get so much of the documents. It was mostly verbal, and it was saying, in his interpretation, that was another thing, because we had one of the guys to go check so and so, “I want you back over there, and I want you back here next month.” Then there’s updates to the information.

And so, some of the stuff that was in German, we had another group of people convert it into English. So you are working with information that you don’t have background on, and so what you are trying to do is put enough of it together so that [for example] Lockheed could take that information, and develop it, interpret it and come up with something that could [help].

When I said ‘many’, remember that I went back to these facilities, sometimes six or seven times with updated information that we got. Because three years after they said it before, we got things now, it’s been developed. Now it’s this, this, and this.

Bob: So, do you remember what kind of material you took to different places, JPL, or Caltech as it was called then? At JPL would you take the material relevant to UFO craft or antigravity craft?

Bill: Everything about propulsion, the different types of propulsion and the stuff, I had no idea what this was; then controls, different types of controls, support systems. Almost any subject, any question you wanted to ask. Some of that information we were getting.

Bob: Some of the groups didn’t get everything.

Bill: No.

Bob: So if there were six locations, Douglas, Caltech, MIT, is that right?

Bill: Yes.

Bob: And then Lockheed?

Bill: Lockheed, Boeing, North American, Northrop.

Bob: So, there were seven or eight different locations that you made deliveries to?

Bill: No, it's hundreds of different places we took the data. *[This is, in the opinion of the editor, a good example of Bill's tendency to exaggerate. His reports are consistent with "dozens" maybe but not "hundreds." -Ed.]* We took the data to every Navy Research organization. We took it to Navy Development Center, Warminster, Pennsylvania. OK. That's a big facility. I bet I went twenty times back there with stuff. The Caltech one, I didn't even go to Pasadena for that. I went to the Navy's weapons systems at China Lake because Caltech was working on other programs there. They would pull their scientists off, whatever that was, and throw these guys into a package, and run with the ball. Some of them that I went to, they wouldn't let me disseminate the information, they were not interested. They didn't want to have a thing to do with it. And I had that with several universities who were doing military programs.

Bob: Was Purdue one of them?

Bill: Yes, Purdue was one…. What I'm saying is that not everyone was willing to help the Navy.

The content of the packages

Michael: What about the Air Force? Like Wright Patterson?

Bill: Yes, Wright Patterson … A couple of the Admirals didn't want that, but we had our list of who we thought could help. The point is that these went not just document after document. You gave them information that was verbal almost, very few photographs, very few drawings of a specific part of the propulsion, or a method of control … of these things.

Bob: Technical things.

Bill: All technical stuff, Bob. I don't mind talking about this because frankly I lived that thing for four years. It was staggering. The German titles or stuff was a problem, so we had interpreters there that would help us put the packages together to say to take to Douglas, OK? And so, there's the misinterpretations and stuff, that I'm right. All that's part of it. You don't get some nice, good package, and so packages were taken to places that were *[declaring]* insufficient information. So, they would get all … upset with me. I've got to go get this and that.

Bob: Even though you were not trained technically as an engineer or a scientist, you were exposed to technical information in this process. It's usually put in terms of common language and common sense. So, you understood it?

Bill: I understood some of it. Some of it I had no idea what he was talking about, and I have to tell him that, you know.

Bob: So if you had, for example, been exposed to a report that there had been a request to study the relationship between germanium and titanium, and to see whether or not they could make a diode, you wouldn't have attached much significance to that since you didn't have the background.

Bill: No, I didn't have the background. That's what I'm trying to say … Converting our engineering methods, our engineering terminology to the documents they did have which were German, were so different that anything else they had gotten about German twenty millimeter cannon, that goes on board the ships, that's all stuff we know how to do that, because we have German guys, that's just using regular German. This was stuff, Bob, that had no scientific basis for, and that wasn't me saying that; it was what the guy at Caltech said. It's what the guy at Lockheed said. "Wait a minute, what are they talking about?"

Bob: Some of my questions have to do with an attempt to determine who

you were giving this data to, to see whether or not they would have a record. I'll give you a specific example. In 1942 Purdue University received a contract that was classified, whether germanium … or silicon could be used to make a diode. The contract was studied for four years and during those four years they were interacting with MIT, and one of the results was from Bell Laboratories. One of them was Professor Condon, who was involved in the UFO subject later, and I've been trying to speculate whether there's any evidence that Purdue was the inventor of the transistor rather than Bell Labs. I have the report, a 50-page report, it does not [mention] anything specifically except … the technical data that shows it will make an effective [diode]. If I were to have, for example, somebody who said I delivered something about what the Germans did with transistors at Purdue in 1942, that would be highly relevant to advancing the credibility of that hypothesis. The question is, I'm trying to find out what the content was of what you were delivering to Purdue, for example, or what the content was you delivered to other places. In other words, who was interested in what subjects?

Bill: OK. Some of the subjects, being *[a]* pilot, I knew enough about aerodynamics. I was familiar with the mechanical, and the electronic. So, I could understand what the system was, OK. I could disseminate it to individual engineers at Douglas or wherever. At other times, I didn't understand at all what was behind, and what they were doing. So the operative, I kept saying, "I'm not with you," and he said, "I don't understand either, but this is what they've done, and they're using this, this and this." So that didn't help me at all. All I could do was take his words; the girls have already typed it. We've got a copy put together with the questions and information, and that's part of the package for anyone we are submitting it to.

Bob: That's interesting, I understand it much better now than I did before.

The Germans and the Reptilians

Bill: The fact *[was]* that the Germans were given this information from the Reptilians. They set up the program, they designed the program to support Germany, and they were giving Germany the UFOs.

Bob: Was this an alleged fact in any of the briefings you delivered?

Bill: Yes….

Michael: How did the Navy spies learn about the [Reptilian] extraterrestrials helping the Nazis? Did they see Reptilians, did they read briefing documents, or did they hear chatter among the German scientists about the Reptilians, how did they learn about that?

Bill: OK, the SS had many separate classified meetings, get togethers, whatever. They formed an organization, a little bit like signing this thing over here when we first started talking [*Memorandum of Understanding]*. The SS then interprets this into a whole series of programs, and this then is disseminated through their specific military communication, whether it's a major effort, or something that's off on the side. All of this is documented and put together.

Now in addition to that, they had, if you want to call them, "consultants", who are Reptilian consultants assisting on all of these different things that it takes to design and build these spacecraft carriers, and propulsion systems. So, this is an extremely well-developed program and documented like crazy. Getting copies of the documents was hard for them, hard for our spies. This was an open program in the upper level of the SS.

Bob: It was compartmentalized.

Bill: It was completely compartmentalized. It was well known there. People who had to do the work, had no knowledge at all of what it was for. They had to go do it, and so I guess it's a little bit like a company that has the engineers do their effort, and then supplies are gained. You get all the supplies to build it, and then you have people build it. Only the very tip of the top has the knowledge of what this thing is even for. So that guy is working with a Reptilian. His group is working with Reptilians. They are doing, making sure that the engineering is engineered in a way to accomplish this thrust effort of this propulsion system.

Michael: So the Navy spies reported back on what they had seen, or whatever documents they had retrieved, and that this was their conclusion: that agreements had been reached with Reptilians, and Reptilians were acting

as consultants with some of the Nazi SS compartmented programs.

Bill: Even more than that. One of the packages that I got had a statement type thing. I don't know how he got a hold of it. It was not the original agreement between the two countries, the extraterrestrials and Germany, but it alluded to this. You don't have many of those around. There was this tremendous program to, which the operatives got into, where there were university type facilities where hundreds of thousands, of even Russian girls, were brought into these facilities. Certain groups of the troops would get them pregnant, and this program was then to come out with massive numbers, the reason I'm saying this is because it takes a long time to have a baby, and so you are not planning to win the war next week, but that part of their program was set up and structured to parallel a Reptilian battle group program to go to other star systems' planets, and do the same thing that Germany was going to do to Europe, and to this planet. Which is, in other words, it wasn't just taking over the United States and killing some Jewish people.

Bob: They were going to do it again throughout the galaxy?

Bill: Holy cats, the thing went way beyond that [world conquest]. Again, what we just said about this was the tip of the iceberg of what they were doing. Already Reptilians were doing it to other stars' planets all over this area of the Galaxy…. These young kids, the operatives, they couldn't believe half of what they brought back, what was going on. But some of them were really good people, and they knew how to get into places and listen to what's going on, and finding what that guy he had talked to, or he heard, and going to so and so, because yes they were doing that over there. It goes to two countries away from an occupied country with a facility, a massive thing going.

And another part of it, they were even building boiler plate steel UFOs, 200-foot, 250-foot boiler plate steel, which is insane. But that group took the information that was given to them, and they didn't even figure out it should not be steel, but the propulsion unit floated it up, just like it was a feather, and they were on a learning curve that you could do these things all over using standard mathematical, or standard technical terms of the way you would normally do it.

Thousands of engineering groups were working different aspects to all of this. Some of them had the vehicles, others they gave them a vehicle to reverse engineer, so they could become familiar with everything from the

inside out. And so different people, different organizations could handle this in different matters. It was a massive program. The mission was to take over the planet, kill off all the ones that were a problem, and the rest of them make slaves out of them. Everybody on your planet. Then second phase was to leave the planet with large squadrons of UFOs, after you've got them all built, and do the same thing to other stars' planets. That's the German [Nazi] way.

Now the question was asked whether did we ever get to the Moon? You see it was in some way, it was well known that the Germans had a number of vehicles that flew out and came back. One of the first ones, they got into trouble, crashed and the whole group died. But that was almost all coming from Antarctica. Way before, four years before the war ended, they were always moving all this stuff out. And so, the flights, almost everything came from Antarctica with the same people.

Michael: So, during the war years, from Antarctica the Germans were basically launching these craft, the Moon was one of many destinations they tried [to reach].

Bill: Yes, I don't know if it was true or not, but it was stated by some of those fellows [Navy spies] that they had gone to other stars and come back.

Michael: So that would be corroboration that the so-called Andromeda Device that was based on some principle of teleportation actually was viable that they were able to use the Andromeda Device to get to other star systems like Aldebaran, and then come back?

Bill: Yes, and also to … the mining thing was a big deal. Now I don't know how appropriate this is to what we are talking about, but the copper mining thing in Bingham, Utah. It's a massive thing if you ever looked at it over there. The numbers we got back was that industrially they were only using 3.3% of the copper that come out of there. Who used the rest of it? That was mulled over in the secret think tank [Douglas "Advanced Design"], they asked all kinds of questions in that thing.

Bob: This might have been a conversation you had in the Douglas Think Tank, as opposed to a conversation you had in the Navy years before?

Bill: Yes… A sideline, there were several of us that were given information from say 180 Ph.Ds., the Think Tank, and so they get assignments, most of the time they just say I want you to check so and so.

Anyway, depending on how pissed [off] we might have gotten to one of the instructions, I'm trying to figure out how to say this. Already a guy over

at Douglas got me into this, who, he was manager of industrial design, Luigi D. Beneditto, a prince of a guy, he and I had nothing but fun. We had another Italian guy in the think tank, Leonardo Da Vinci, he was not [really] Leonardo Da Vinci, you know a big joke all going on, some of the stuff was a lot of fun. If I and some of the guys were to have some problem, "get Leonardo over there; he can fix it for you" … Leonardo Da Vinci was one of the studies that was in the secret [Douglas] Think Tank [Advanced Design].

They were studying everything that guy [the historical Leonardo] did. "What's that got to do with the price of wheat over here?" What I'm trying to say is that there were diversified things being studied in that think tank, which sometimes don't seem like they apply.

Bob - The Think Tank that became RAND, right?

Bill: The [Douglas] Think Tank became RAND. Anyway, a great deal of diversified information came back that four years [1941-1945] from Navy spies. Much of it did not appear to be beneficial to what we were trying to do, but in some ways turns out to be, yes … [shows] what to do. In Engineering, after that Leonardo study, it was really common, if you had a problem, how would Leonardo fix this? Being very serious.

Michael: Do you know how the Nazis solved their work force, labor force problem in Antarctica? In the book you mention that they took seven million people over there. Were they kind of like slave labor?

Bill: Yes, slave labor.

Michael: Do you know if they were predominantly from one [ethnic group], there were a lot of missing people in Europe, were they Jews, highly educated …

Bill: They wouldn't take any Jews I guarantee you, but yes, they were bringing people from all over. Many of the Nordic countries, Denmark, Sweden, Norway, that group, those people who were really close to the Germans.

Michael: What about the Japanese? Were the Japanese …

Bill - There were some Japanese and they did work on vehicles, but that was always a problem because they … I never worked with them, but I know that they had them there too.

Italian involvement

Michael: Were the Italians, the Fascists also part of this Nazi space program in Antarctica?

Bill: In Antarctica?

Michael: Were Mussolini's engineers and scientists helping the Nazis develop these technologies?

Bill: Well there was actually a completely separate program from Hitler. You had the regular agreement, but then … There was one group who were tied with, I can't remember, what's the girl's name that I?...

Michael: Maria Orsic … working the Vril Society?

Bill - Yes, we were working with her, OK. It was like a third … The SS was doing it, she started it and she's still doing it, and then in Italy there was a massive one going. It was major, then you had the regular Italian Air Force and …

Michael: The one in Italy, was that headed by Guglielmo Marconi because he was head of [secret Italian Flying Saucer think tank set up by Mussolini in 1933] …

Bill: Yes.

Michael: Was that something that the Navy spies were able to identify Marconi as the principal, leading Italian …

Bill: As the individual, yes. There was a lot more Italian stuff in companies that where different people were involved, like subcontractor type stuff. They had breakthroughs in different areas. Brilliant people, but that was separate from Mussolini, completely. Two different worlds…

Michael: Was Marconi's Italian [flying saucer] studies, was that in any way associated with South America. There were rumors that Marconi went to South America to continue work on the Italian flying saucer program.

Bill: I heard that, but I don't know it for sure. But I heard that, yes. There were a lot of underground facilities in South America too.

Teleportation and the Philadelphia Experiment

Michael: You did raise the question of teleportation, of Mars, the stories that in 1980, [Barack] Obama was part of a teleportation program run by the CIA teleporting people from El Segundo, California to Mars and back. And that the Ralph M. Parsons company was involved in that. Do you know anything about that?

Bill: Only that I've heard what you've said, OK.

Michael - What about the Navy in 1943 being involved in a teleportation program call the Philadelphia Experiment and that Nikola Tesla was involved, is that something you know anything about?

Bill: That is one hundred percent true. Yes.

Bob: Did you have exposure to it from the spies?

Bill: Remember what year that was like World War II stuff.

Bob: From '41 to '44 or so, you were getting regular reports from the spies in Germany, were there any reports on the Philadelphia Experiment?

Bill: Definitely, yes.

Bob: Really, see that's a significant fact.

Bill: No, I'm saying … it wasn't just one …

Bob: So, you had multiple times that you delivered documents that related to the Philadelphia Experiment?

Bill: Yes, that's what I'm trying to say, I told you that before… Some of it was to his university [Princeton], but some of it was to the development company at the base, there were a lot of things that were being done. The idea of the mission was the design of a system so they can't see the ship. Was this an accident that something else came up, teleportation, or was that initiated as the thrust? I don't know that, but I'm just saying that there were a lot of people in that program, there was a lot of civilians involved in that program, it wasn't just Navy.

Michael: Some of the people rumored to be part of that Philadelphia Experiment were Nikola Tesla, Albert Einstein, and Thomas Townsend Brown, were all three of them involved?

Bill: Are you asking me if they were all involved?

Michael: Those are three famous scientists allegedly involved in the Philadelphia Experiment.

Bob: Another way of asking the question is whether you remember delivering material to any of those three?

Bill: No, I do not.

Michael: Were their names mentioned in the briefing packets concerning the Philadelphia Experiment?

Bill: The ones I had were, but there was no name to that program. But actually, that was at the Development Center [Warminster], the University was involved too…

Bob: Princeton University

Bill: Yes.

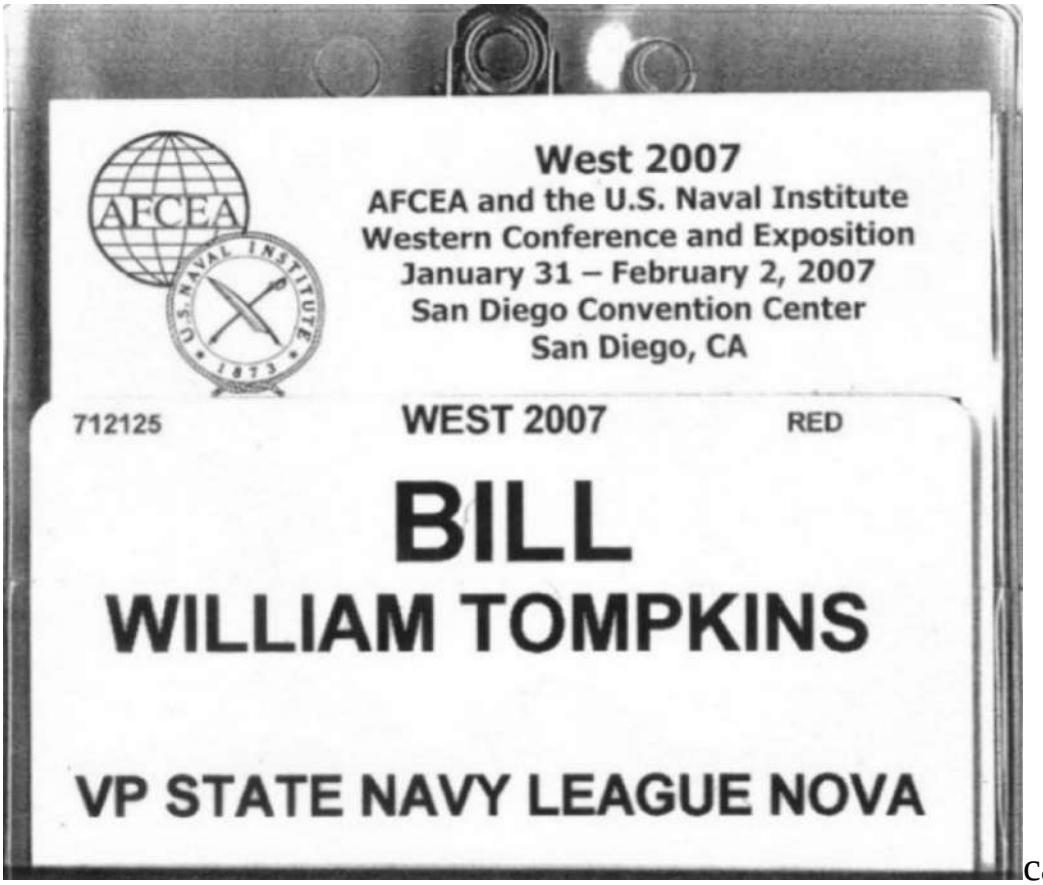
Bob: You know, what would really excite me would be for you to imagine as accurately as you can the total number of deliveries that you made in the period of time that you were working for Rico Botta?

The West symposia and Solar Warden

Bill: Bob asked about this Navy organization that meets every year at the San Diego Convention Center. So, the people who meet are all the top aerospace designers, marketing people, everybody, OK. And then all the Navy technical people on essentially every type of mission that the Navy has. That convention lasts three to four days, and of course it's secret. I have been going to that convention and I went again last week [Feb 16-19]. *[See Bill's badge for West 2007 nearby. Ed]*

A strange thing took place. You have all the contractors, we just named them. You've got Lockheed, Northrop, and everybody's there. The Navy has an organization of all the top aerospace companies and aeronautical research. They meet at the Convention Center in San Diego in the first week of February every year, and I've attended this for the past sixteen years. Also, all the people that are there, are, again, all the top Navy program managers, officers on every

Bill's badge for West 2007



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Naval warfare. So, the idea is that we meet every year at the Convention Center in San Diego. We review last year's program and we then make recommendations for them next year. So, this is not doing missions, this is what is needed to support doing missions. It involves every aspect. They call that West 2016, last year it was West 2015. So, I guess the interesting part about this is that I'm involved in another way with the Navy, and in this particular position I'm also classified but I'm not working for any company. So, of the 6000 people there, I don't think anybody else is there unless they work for some company. So, I'm sort of a consultant. So, I have shown Bob my badge, and it has stuff on it that I will not let out. And just getting a new badge, takes a half hour, the … check of the security is unbelievable. The number of security people in the facility is incredible, almost security for each person. They make damn sure nobody is going to get killed in there, going to be taken out. We get into subjects, oh, and one other thing, most of the locations, remove the word 'space'. So if we are talking about a communication system between the space carrier, between the aircraft carrier and the cruiser, now you'll be talking between the spacecraft carrier and the land base, so you are not going to have that word 'space'.

So, what they've done is they've taken almost most everything normal you do in the Navy, and they've stuck all the space stuff into the same thing. Obviously to take advantage of all the research that's being done on the local stuff, to help the space stuff. Now the Admiral won't admit that, but that's right. That's what it is. I think it's interesting that this is not very well known by the general public, because it is classified, and you're not going to get in there unless you're cleared. You're not going to be talking about it too much, and what I'm doing here is that I'm saying that this is only another part of our subject, but it is in a way, a major part because you have to really know what the meetings are that are taking place, pushing the envelope, with the top people in your country.

Bob: Well you probably wouldn't want to go on record talking about anything you saw that had a classified stamp on it.

Bill: That's correct, yes. I'm just trying to acknowledge it and walk around it if I can. There are things talked about, numbers of people, Navy personnel stuff, that's classified, but most everything that's there is way out. Obviously, this is in support of advanced medical, in support of aircraft carriers that are going to be built, the satellites that are to be built, and that will be supporting Solar Warden.

Bob: One of the things that was different this year was that the officers were in uniform.

Bill: Yes, this was strange. Years ago, ten years ago, all your top officers had all this gold all over them, badges and things and stuff. Then there were some really bad scares, and so no top officer or even enlisted person would wear a military uniform, it's been like that for years now. It really hit me, I know one Admiral, I knew him really well, and I grabbed him by the arm and said we got to get you out of here. "All the other guys are doing it too!" There was something that did change. Maybe they felt the security was good enough, but it was much better than before. That was a big change.

Bob: Did you have on a uniform?

Bill: No because I don't wear one. It's very interesting, and it's also showing the level of effort that's going into the subject we are trying to talk about here. Because you have the top people of both the military and the industrial complex. Everybody is working on it… The badges have different information on them. Obviously, the level of security that you're at. Then again, I don't know how, but they got me at the top of this [list].

Michael: Are all of the senior Navy personnel briefed on Solar Warden, or only those with a need to know?

Bill: Say again?

Michael: How many among the Navy senior officers have been briefed about the Solar Warden program?

Bill: Of the ones that I talked to, all of them were. Then there's other surface Navy people, that I know don't have [need to know clearance]. I know they don't have because I know some of them too. In fact, I asked a couple of them "what's the stuff about Solar Warden, I don't understand that at all." I asked one guy that I know. Because he knows me, he did know about it, and he grabs me and he says, "we can't talk about that" [whispering]. But another guy really didn't know.

Michael: So if, for example, a Navy Admiral, a three star, four star, he would not be permitted to go into that meeting room to discuss Solar Warden, even though a junior officer, but with the clearance, would be able to go to that meeting.

Bill: If he had the clearance, he could go in, right. Bob likes to use this word 'compartmentalized'. He uses that all the time. Anyway a lot of companies have demonstrations of their new weapons and all that, and so everyone gets to go look at all the new stuff, and they're wandering all over

the place. But at the end of the building, it's an enormous building, both ends of it, at the back side, are all secret conferences going. Now the one that Bob wants to talk about, I was off talking to people … I'm coming round, I'm near the opposite end. There are people going through a big double door. I could see inside it another big double door, about ten feet behind it. So, I walked over to them because I didn't know what it was, and I said I'd like to attend the briefing. "What, where's my ticket …if you can get one, they'll let you in." Anyway, I went over to see if I could get one, and I managed to talk them into it.

Inside was a screen, this was interesting. The screen was a solid screen, it was about twenty feet high, and about 180 feet wide like this, and there's conversations and things going on in the lower board of the screen ... at the top, great big letters, NORTHROP GRUMMAN. And so that pitch … it was in separate compartments too … but the main pitch they gave to everybody was Solar Warden. I thought, that's a first too, because nobody talked about Solar Warden, even last year, in there. I mean, no group meetings were, I don't care if you knew about it, but you talk to the guy that knew it. But you never had a briefing on it. So, I think even that is a change in that they were releasing a level of some of the security on Solar Warden.

Bob: Was that where you learned about the plan to refurbish the fleet, or did you know that before?

Bill: I knew that before, I knew that they were going to redo it, but I had gotten that at a previous meeting. See, maybe I didn't make it clear, Solar Warden has been discussed for a couple/three years by individuals but there was no program that was set up to brief everybody on Solar Warden, until the day before yesterday.

Bob: After the, you said it was … Northrop Grumman, after that sign, was there more to the briefing?

Bill: Oh, there was a whole briefing.

Bob: What of the briefing can you tell us, that you feel comfortable telling us?

Bill: Some, there was a schedule presented on the replacement units; roughly, establishing that a prototype had been built, but they were not into any kind of production and they were still doing research on the vehicles. One or two support destroyer ships have already completed all their test research programs and those are in production.

Bob: Presumably in underground locations?

Bill: There were also … this program mentioned the support facilities located at Jupiter's moon, and that's a major base, and one of the …

Bob: Was it Ganymede? …

Bill: Yes, I think it was. I guess that's a very large base. Of course, they didn't say why, but the question is why bother doing it back here when you've got all these places out there doing it? … We are actually using Nordic Navy bases on at least three different star systems planets.

Bob: Star systems?

Bill: Stars' planets, at least three, probably a lot more than that…. This was not there on the same thing, in the same subject part. The Navy's space groups are operating out in the galaxy, but now only one of them is operating in the solar system, only one. All the rest of them are outside, and they have been, and they may now be at war with other extraterrestrials.

Now, I want to say something with that, that I've got some notes on. There are continuing wars, that are going on right now between other extraterrestrial civilizations. Whether it's to take over a part of the Earth and operate it, or whether it's to take the whole Earth and operate it. My source doesn't know, but there are also, unfortunately, dozens of other wars between different civilizations' peoples out there, some of which battle in our atmosphere.

Now with that said, I'm going to say something that I haven't had a chance to hit you with. We're off this subject now …

Bob: OK, can I see?

Bill: About, I've got notes on them, but I don't remember the actual date, about five to six years ago, this is extremely interesting. I heard a couple of people, guys. I'm in my office at the house, up in Oceanside. It sounded different. It was real screaming guys, down there, so I went out across the street where I could see the houses behind us, and I couldn't see how far down these guys were coming, but a couple of them were still at an angle like this when I lost sight of them behind the buildings. And other than that, sound I heard nothing. But these guys were … and one of my buddies, that I still do stuff with called me, I didn't have my cell phone with me when I ran out, but he called me back afterwards. I was so pissed off that he didn't get out and watch it, because that was two separate extraterrestrials with a battle between here and Catalina right in our atmosphere.

Bob: He told you that.

Bill: Yes, he told me that... Then when he and I got together, he told me

there were four other [battles] that occurred over the last year in different parts of the planet. I thought, and he thought, that this was over the deep canyon between Palm Beach and Catalina... Of course, he got it from the Navy. maybe Solar Warden was observing it.

Chapter 3
23 December 2015

Jeff: Okay, Welcome Back. Merry Christmas, one and all and happy holidays to those others who are perhaps not Christian but do have Hollywood-type images of what this is all supposed to mean to us. And it's the only game in town. There are other religions of course, and to all of you, Happy Holidays. Okay, we're going to hear things tonight that you have never heard before. This is going to be another program of remarkable revelations. Do I insist that you accept it and believe it all? Of course not. But we are going to present them to you from two very remarkable and one extraordinarily remarkable man, William Mills Tompkins. Bill Tompkins wrote a book called *Selected by Extraterrestrials*, the first of several autobiographical books which detail his unbelievable life. He has this first book out, *Selected by Extraterrestrials: My Life in the Top-Secret World of UFOs, Think Tanks, and Nordic Secretaries*. He was selected by the Nordics in 1942 and assigned by the Navy to intelligence because of his remarkable memory skills. As you know if you heard the first program with us, though, was exposed immediately to the Navy's knowledge of Hitler's UFO program, as you also heard. After the war, he began working in a think tank at Douglas Aircraft Company for an aerospace executive, Elmer Wheaton, and with Naval Intelligence to offer creative suggestions and designs for huge naval spacecraft carriers. The authenticity of part of the story is corroborated by editor Bob Wood. Dr. Wood was employed at the same time, same facility and knew some of the same company leaders. The Nordic secretaries Bill was given may have used their psychic powers to keep NASA on the right track for an effective Apollo program and to begin the covert naval exploration of the galaxy. Yes, Navy. Remember, don't think Air Force, think US Navy. They were behind all this stuff. It's quite remarkable. So, the book itself, *Selected by Extraterrestrials,* is available at Amazon and should be under Bill Tompkins' name on my web page right now. Let's first say hello to Frank Chile if he's on the line there, Frank?

Frank: I'm here. Good evening, Jeff.

Jeff: Hi, thanks for being here. And thanks for setting this up again. The first program was a barn burning knockout as they said, it's just amazing.

Yes. So what are we going to hear tonight?

Frank: Well, part two is going to be… it's an honor, was a pleasure talking with Bill yesterday, and he shared some information with me that he said he would be willing to discuss on your program and your audience is in for some extraordinary mind bending.

Bill Tompkins: Well, I enjoyed having a chance to talk about some of these things. Because it's sort of like a person being able to remember things he's been involved in for many, many years. And hopefully, some of the people listening, don't just listen to what is said, but drop by the bookstore and check out the other books on the subject. Like Bob Wood's book, *Alien Viruses*. That's a tremendous document. That is, it's something that people should read.

Underground tunnels

Jeff: Did you ever think that you would be involved with underground tunnels?

Bill: No, who would ever want to be involved with tunnels? That's ridiculous. Everybody knows that. But it was interesting, in the Douglas Think Tank, to have one of the PhDs, Moya Dusinson in there drop by our office, whether it was another fella like me, Jim Grantite. He and I worked together to support the requirements of the think tank. I needed to design the capability for handling communications from different locations underneath the ground. He didn't elaborate on most of my information in the Tank. They didn't give me details. They just told me to do something and I had to figure it out. But I was fortunate. I had a photograph. The tunneler had a 38-foot diameter capability. See the photo below. The photograph shows thirty Air Force personnel standing by a great big machine which digs tunnels.

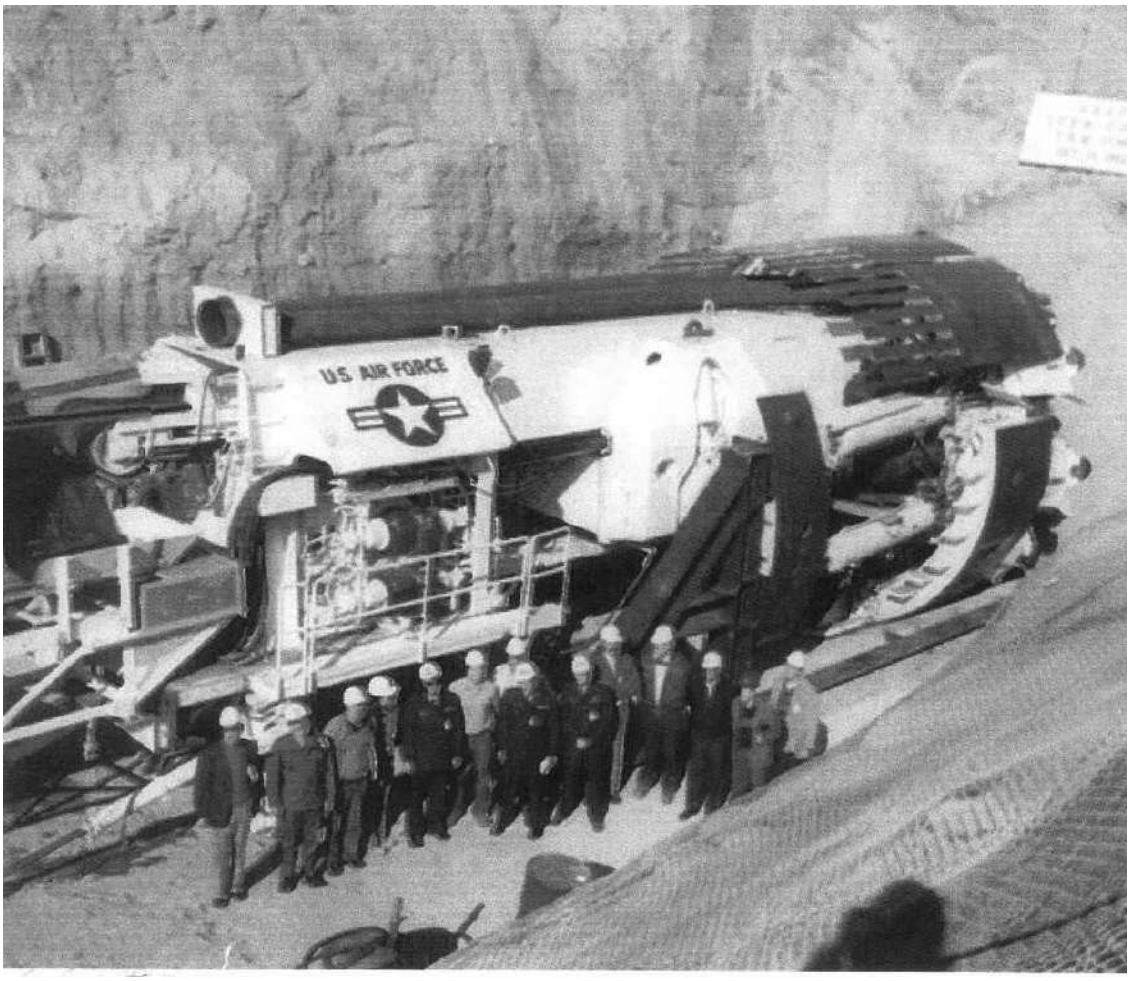


Figure 9. An Air Force tunnel digger

Bill: It’s interesting that we have different groups of extraterrestrials that are utilizing these tunnels. They have them all over the western states. And, of course, they have them in Antarctica. Some of the extraterrestrials have the capability to dig these tunnels with their big boring machines. They're sometimes fifty feet in diameter. And they operate on rails. When their tunneler completes forward digging, it has the capability to take the ground material, whether it's just plain rock or dirt, or whatever it is that it runs into…and it converts this material into a glass-like elastic material. All of the material is used to fill up all the crevices, and it then lines the tunnel with a type of material that produces light. Their machine, not the Air Force’s, does this at forty miles an hour.

Bill: The situation is, again, hard for people to accept. But the planet has caverns all under the land, underneath the oceans, underneath large lakes, all

over the planet. I'm talking about the caverns that tunnels connect. And so what we have with the tunnels is some cases as they were being built, they run into a cavern they didn't know where the caverns were. And they found extraterrestrial facilities there.

And like the tunnel that runs from underground the Pentagon to the Air Force facility at Edwards. That tunnel ran into two other tunnels and one large cavern during its construction. So, they had to back off and go around them. So, after it got to the airport facility at Edwards AFB out in the desert, they built another tunnel over to Vandenburg Air Force launch area on the Pacific here. The tunnels are all over your planet.

Bob: What I want to say is, from an academic standpoint, in the mid-50s, I remember that Scientific American magazine (which is viewed by many to be the most scholarly magazine of Academia) was talking about how easy it would be to make tunnels with the air evacuated. So they were using the presence of a vacuum to get up to hundreds of miles an hour without any problem, using magnetic levitation. This was in the open literature in the mid-50s. You can find that issue of the Scientific American magazine today. And after it described how simple and easy [it] would be to do this, there was absolutely no follow up. No discussion of how you might engineer it. And in my judgment, that's when the ease of underground tunneling went into the black world.

Specific underground facilities

Bill: Both Naval personnel and some of the extraterrestrials work together. And there's a very large facility that the Navy has out off of highway 395 in the desert, and the Navy research facility... Well it only goes to Lake Tahoe as far as we were concerned. That facility as early as '43- '44, the Navy used for all types of testing, not just missiles, but virtually everything. And in the project work that I had to do in the Navy, we flew out to that facility. We got our documents to people that we're going to be studying that program. And it was interesting that they had the regular hangers and buildings around it, a lot of buildings, and all kinds of tanks for fuel and everything. But to go into one building. And it's a large power center building, and you walk down through a long corridor above ground, and they had windows and see what's going on as you go between the buildings. Next building you go down the stairway or you take the elevator, if you take the elevator up or go down quite a number

of levels. If you just take the first doorway, the stairway down, you go there. So, I would go down and take my documents and bring them in to get together with the people. We need to get the project run. So it's a very interesting thing that this existed that far back.

Bill: Well for what I was doing down to the first floor, but I took the elevator down four levels; we just got out and came back, because we didn't have anything to do down there. In the ground, it's just like being in a large building.

Yes, and those air intakes are the same as some of the aerospace companies' underground facilities in several states here in the west. And I guess the easiest way to cover that would be a friend of mine that worked with us at TRW. He was driving out to his mother's place in Provo, Utah. And about halfway there in Utah, he was watching a bunch of birds and stuff, and he parked his car off the highway. And then he came back and got the car and drove it over a dirt road part way further to get out of the car and they walked two miles. And as he walked the two miles, a piece of land - and this was quite flat - a piece of land with all the weeds and everything on it, and I am sure all the scorpions and the snakes...disappeared. And this opening was rectangular. And it was about a half a mile long. And about a quarter of a mile wide.

It dropped down. So this vehicle came down quite fast and then very slowly, didn't stop just went right down inside. Well, it was a big cigar-shaped thing. Now he wasn't supposed to see that, of course. He was one of the fellows that I worked with at TRW Space Systems in Redondo Beach. You don't go through Salt Lake City, but it is one of the ones east of Salt Lake City. And to go down into the facility, which is now, of course, the big caverns. And naturally, somebody goofed up because they should have caught him and made sure that he didn't witness this.

Southern Oregon activity

For several years, I did a great deal of work on this same subject up in Southern Oregon. And I started a Navy League Council up there and was able to get thirty Lieutenant commanders and captains that were retired. Only one of them was active, an Air Force pilot. And in my Council that I had, my Navy League Council, and we had a research group on extraterrestrials up

there for many years, in Medford, Oregon, just across the border from California.

I started this council and I invited Admiral Marsh, from the Naval Base, (the submarine base up in Bremerton), to come down and give a speech when we started this Navy League Council. In a short time we had about 200 people, but this group of thirty fellows all had their own airplanes, and they used the airplanes for business all over the West Coast. So, these fellas, these fellows, way before I started this Navy League council, had been flying their planes, usually small aircraft, maybe some twin engines all around Shasta, Mount Shasta. Because not only had they seen the UFOs come out of Mt. Shasta for years, but they wanted to go into Shasta. So one of the major programs we worked on for several years that was just taking their Jeeps, we drove and actually, eventually we drove all the way around Shasta a couple of times, trying to find these doors. Nobody ever found a single door.

They were very knowledgeable. They were all Navy pilots, except for the one Air Force guy. We gave him a hard time. But these fellows lived up there in Medford and we had really good facilities for supporting airplanes. On their off time, they're out flying around, “Jeeping” around them off into sections and twenty sections and forty sections. And on and off. They never did find one. But three of the fellas were in a place on the northeast side when one of them came out. And they couldn't see the tunnel. They couldn't see the door. It just... It went down. It was gone. There was no door. And out came the UFO. It was amazing.

Bob: I would like to put those remarks into context. He has mentioned that he's got several books in mind. And one of them, of course, is published: Selected by Extraterrestrials. That's the first one. Yes, yes. The second one he is visualized is one that kind of talks about the things that were done at TRW. And one of the next books was what happened after that up in Oregon, which is where he's just talking about. Therefore, you're visualizing some of the content of one of the next two books that he had planned. Ed.

Working at Rocketdyne

Bill: I worked at Rocketdyne. For a while I was working for North American. But in fact, that was after I got fired at Douglas. And how I got fired was interesting too. But Rocketdyne was very heavily involved in

reviewing and trying to copy extraterrestrial materials that were in the three vehicles that crashed at Roswell. Reverse engineering. And my brother-in-law was manager of the electronics facility there. He was personally working on some of their components, which I thought was really interesting. This took place actually in the ‘80s. And so that's when I was back there. There were many situations that these fellas had been in themselves before I formed this Navy League Council. They were interested in different UFO sightings. And they were tremendously interested in finding these. And they, fortunately, had the facility at the airport where we actually had our meetings, our classified meeting at the Medford airport, and the guy who was the manager there, he is one of the people that was partially involved in what we were doing. So, we had a lot of people that were very interested in the whole extraterrestrial situation. And several of the fellows had ... this is pretty interesting because we had a Navy research facility just outside of Medford, to the Northwest. That facility was for training people. We had a group of our Navy fellows would give briefings to the students in the schools there over on the facility or it was being used as a, maybe, Research Center. I had the daughter of one of the Navy reserve center chiefs out with a number of other children in the summertime. They were just on a picnic thing. And when these extraterrestrials came over and started talking with him, they looked sort of like us. And they gave these children technical briefings, and as it turned out, all over the Oregon-Washington rural area. So, they, many of the students in the schools lived in places where there were all kinds of open lands, which was agriculture or whatever. And so pretty soon this got to be a standard. And of course, they were told, all the children were told, never to tell their mothers and father or the family what they're doing. But it was an educational program for the students.

Run by extraterrestrials, and I thought this was...I ran into it because I did work over at the base. And I got briefings there, too, and at the meetings. But the point was, this Chief's daughter was the first one that finally did tell the father. And of course, he then immediately told the captain and I, and then the Navy League Council. And boy, we have another investigation on the whole thing. They used a holograph type of presentation to do their demonstrations. And this of course floated, they would be on the side of the barn or in the barn, or just right out underneath the trees. The kids after school would go out and they play and stuff. And it was very interesting to the level of how much that was going on that the people in Medford didn't

know.

Underground command center design

Bill: Let's back off a little bit. Let's get back into the Douglas secret Think Tank that Bob doesn't know anything about, Okay? Okay. I am giving him a hard time here. A PhD came into the work area where I was and he said, "I want you to design a facility that will give us capabilities to blah, blah, blah. And I need a preliminary and you tell…" It was for a command center to be used by the military. So I designed this, I did the study and then I made the drawings. I usually do three, the first program and at least two trade-off studies. And I finally ask if they want it. This was to be an Air Force facility. And it was to be their facility tied in with the Navy's Communication system for locating extraterrestrials that would be coming into this region. This facility is underneath the ground in Omaha, Nebraska. But this is in 1953. There's a drawing in the book (p 312, *Selected by Extraterrestrials*). They went down forty stories. They were in a massive cavern. The government had located caverns. This one was selected. This then allowed them to build a concrete dome, which was almost twenty feet thick. And inside this dome was everything that was needed for a massive communication center. Wow. So, I was able, many years later, to be on another program and to have a meeting with the Air Force. And it was at the bottom of this elevator and in this control center. So, to me, I know all about what the design was. I know how they build it. I know where it was, but I never went to it. I never was there and to be able to spend two weeks doing a lot of stuff in something that I had designed almost twenty years earlier was very interesting for me. And this facility had a tunnel that went right into the Pentagon. The entrance of the tunnel was just like a train entrance, a small train entrance. You see it and you look down the tunnel. All the lights are turned all the way down continually and you got the rails for the train. It goes both ways in a T shape from the concrete center it's only like, less than a block to the station. And so, there's several buildings underground off on the sides and, quite a few of them. And so then the backside of it because the whole facility is built in that location, goes into the tunnel. The other side goes across the cavern. There was a bridge in the cavern, to get into another tunnel.

Well, the ones under Shasta are huge too.
Trains. But remember, I did the design in '53,'54. Time period, okay? And so

I couldn't get to this facility. Even though they built it just very few years later. Yeah, I didn't get to it until fifteen, sixteen years later.

So far? Got fingers crossed. Nobody said anything to me. And I have to say, I know a great many people in the Navy, far more than the Air Force people, a number of these are extremely interested in having the information disseminated to the public. I won't say who the Admiral is, but he made the statement, Well, I will say it, Admiral Hugh Webster. He made the statement years ago that we needed this. Every man, woman, and child in the country working on this.

Personal remarks

Jeff: Okay. I'm back. Hour #2. And we're talking to Dr. Bob Wood and the amazing Bill Tompkins. And do click on the book, *Selected by Extraterrestrials*, and get a copy. You can click on and go right to Amazon and get it tonight. This is a knockout, the first of four or five books, maybe more, that Bill is going to make available to us. He's telling things he's not supposed to say, but he hadn't been told not to yet. So, maybe this is part of the disclosure effort that some say is— well, we all say is long overdue, but is underway now. And I would suggest that by virtue of the fact that what we're hearing is not being bothered about what may be true. Bob, what are your thoughts about this so far? You were the editor of his first book.

Bob: Well, when I first met him, his story was so amazing that I almost didn't believe it. But as I became better acquainted and realized that he knew the same people that I knew, I got gradually convinced that there is no question that he believes that everything he's said tonight and in the books was actually what he remembers.

Jeff: Well, you can hear him thinking and drawing on his memory banks. I mean that's one of the most pleasurable things a host can hear. Hear a guest not repeating prerecorded messages or learned texts, and contentions, and tracks, and all of that. These are real experiences that he's telling us about. They're remarkable. Douglas Aircraft and Douglas Missiles and Space were heavily involved in this.

Bob: Well, actually, some of that was a surprise to me because I had no idea that you guys—

Jeff: You were top secret there.

Bob: Well, later I was. Yeah, that's right. But when I was working there at the same time that Bill was there, I was just kind of a young engineer doing

aerodynamics and thermodynamics sort of thing. I didn't really know him personally, although we were in the same group. He was working on ground support electronics and I was a thermodynamicist. So, we didn’t talk to each other much.

Bill: We’re gonna go back to this Think Tank inside of Douglas and I just wanna make one point.

Bill: Douglas, himself, he was the fellow who started the Think Tank inside of Douglas. And it was supported by the Secretary of the Navy, and several Air Force Generals. It had been studying extraterrestrials for quite a long time. Now, one of the things that came up when we got into different requirements for different programs—

Designs in the Tank

Bill: Back in that Think Tank, one of the other fellows came and in and said, “Bill, I want you to put together some type of space vehicles that can operate in the galaxy.” And that was about it. And so, from that, I then got another request from another PhD and he said he wanted me to come up with what types of missions the Navy would be doing if they had to combat people out in the galaxy. So, that was another part. So, I did quite extensive studies on both of them, actually, for several months, and I came up with a half a dozen different kilometer and 2-kilometer-long space vehicles.

Well, this is a little bit of a long story, but I will answer your question. So, I did both of those studies. I came up with several types of missions which would have to be performed. And I designed quite a number of different capsule ships like spacecraft carriers. Some of them were a kilometer long. Some of them were four kilometers long. But I also designed a seventeen-kilometer long transport to take people off the planet. And, back to get the answers to that part and back to your question of Solar Warden.

I do not know whether that one was built, but I know where the four-kilometer ones were. And that manufacturing facility is located in Utah.

Bob: On page 68 and 67 of *2nd printing, Selected by Extraterrestrials* are the original sketches in Bill’s own handwriting. One of them of the two-kilometer long spaceship.

Bob: So, I think the thing that’s really impressive is that we're looking at the sketch that was done by Bill Tompkins himself, scribbles and all.

Bill: No, I didn’t, but let me just— I gotta go just a little further.

I had worked for Northrop after I worked for Douglas. And I worked for Northrop before I worked for Douglas. Northrop then took the information that was done in the Think Tank. And they went to Virginia. And they sat down with the people there and they [Garbled Audio] and then they came back and borrowed lots of money. And they bought the U.S. Navy construction facilities for battleships and for aircraft carriers and actually for submarines. But it was the aircraft carrier ones that they wanted. So, they learned how to build a massive kilometer long spacecraft carrier, which is what you see when you see the pictures of Solar Warden. Northrop learned how to build them, and they then built these facilities along with people from some of the other airspace companies too. But it wasn't until recently that a disclosure came out about extraterrestrial U.S. Navy spacecraft carriers and

battle groups. And so, the point here… Back to again in the Douglas facility, those vehicles were from studies that were made there in this `54, `55, `56 time period. And it took ‘till the `80s to get these ships built. They are operating out in the galaxy. Now, some of them have facilities for maintenance and support on Mars and on Jupiter’s moon, but many of their support stations are out in the galaxy. They’re operating in our solar system.

Antigravitational propulsion

Well, of course, there are several types and some of the newer ones that are being built aren't entirely different propulsion. And answering your question of how you do it without people knowing and seeing it, all of it is done underground just like facilities around Mount Shasta and the facilities that are in New Mexico. These are underground.

Bill: Some of the tunnels are like freeways with trucks. Now, I'd like to preface this by saying that we are supposedly in an El Nino weather condition.

Clouds do come in that. However, for the past, say, six weeks, California weather has been beautiful here. Everybody should check that out. But we have had clouds, which California doesn't get. And I know the clouds when we have El Nino. I know their shapes. I've seen them for years. The clouds, I wanna describe one and the easiest way to do this is to stretch your arm up out, open your hands so your thumb is one way, and your little finger is the other way.

UFO report in clouds

Bill: So, that's about eight inches. Now, do that about seven times right across the horizon. A group of clouds started to form out over the ocean. They were fairly similar. But the wind blew and so they moved quite fast. These groups of clouds made a 180 [degrees] turn. It sort of turned and then went out towards the ocean. And when it turned and came back, it was now a diamond, an upside-down diamond shape. And the height of this was 30% of the sky.

From the bottom of this diamond that was turned upside— delta shape rather that was upside down. And as the V comes down, the V goes up and then there was a top of it that was horizontal.

All the way down the left V are sort of pores like holes. The cloud is white. But around the center of each one of these little sort of black round things—like ports. Yeah. Ports. And they come all the way down from the left to the bottom. They come all the way down from the right to the bottom. And the thing was massive. This was massive, okay? It moves at 1/2 a mile. Okay? It was hardly moving. It was there for seven hours. Okay? And it was there in the morning around eight o'clock. In the middle of the afternoon, the clouds changed, and it finally left. But the point is that thing stood there out over the ocean and it must have been at least 20,000 feet high across the top. Now, the top had a different thing from the top of it. It had sort of almost rectangular spots, which were quite large with circles around them. And then the circles were maybe only twelve or fourteen all the way across the top.

I wish I had the camera. Okay? Then there were lines. Very fine lines all the way across this like— Lines were all the way across it. There must have been twenty lines. White lines. And there was light all around both the two verticals going up on the left to the right side and then there was the sort of rectangle things. About eight of them quite large across the top. I've never seen this in my life. Never. And for that to be there and slowly dissipate was just unbelievable. And my camera didn't work. I didn't have film. And I tried to get a hold of one of the people, neighbors and they were gone, and I couldn't get a camera. But I'm just saying that's one time. Now, there's another group of clouds that are different than the clouds we see. And this had long vertical lines hanging down from the clouds. Long stretching from say a 45-degree angle of the top of the cloud. These hang almost down to the surface of the ocean. When you see a cloud coming with raining coming out

of it, you know what that is. This was big, separated lines of little white lines —

…coming down. And this was in a perfect rectangle. It was a perfect rectangle. Clouds on top and then out of the clouds are all these lines that come down. That particular week, we had our fronts come in from southwest going east and mostly two situations for the same week. To me, where I've never seen this before was amazing.

And then when you go to why, you throw chemtrails in the computer— And everybody should do that, I think, because there are a lot of chemtrails up there. In this area, we get them solid for like three weeks at a time then there will be maybe a week and a week and a half and they don't drop it. And then back they are again - the same thing. You were flying those planes or whatever they were and you're dropping this stuff on me.

They're able to use it for defensive purposes. Some people say anti-missile this and that. Some people say Mind Control. Some people say climate control. It could be all the above. I don't know. I don't have the exact answer of course because I'm not privy to any of that, but it is a program that's on-going, has been going on since the mid-`90s, but I don't have an answer for you.

Well, they are telling me that the old HAARP program is still going. Well, the HAARP actually follows through anything because that's, of course, another program that many fellows have worked on for a long time. It isn't for just communications, but essentially it can be hell-to-play around with your head, to be able to drop a missile on there.

Tunnels on the Moon and Mars

Bill: We have facilities on Mars and other people do, too. And just like underground in New Mexico, there's our facilities on Mars. Most of the facilities are underground.

Bill: A good way to answer that is when we were working on the tunnel's door, the Air Force contract, my secretary came in, and you'd have to see her to really understand this 'cause she really flirts all the time. She had the Air Force General reviewing her program…and his stuff was there. And so, she asked the general how did he get his big B-52s in those tunnels from Washington back out to the airbase in California. And that broke up the meeting because tunnels couldn't get— they couldn't get the wings into those tunnels.

Bill: But tunnels on the moon are from— what most of the reports have shown are less than our planet, but there are a lot of caverns on Mars. And they have tunnels, too.

Only that some of them that came here from Mars left relatives there, and there's a great deal of communications with some of them.

If you will accept that some of those are from another star's planet system on the other side of the galaxy, so I would have to say when you get several stars out there that have different groups of people. Mars is very similar to earth, being looked at and being worked on by different species, different civilization species. Well, that's true and especially on the moon because we've got really good photography of everything on the moon. And when we got there with Apollo, it was a program because around the rim of the crater to park these six-kilometer long spacecraft there, they were not on the ground. They were floating above it. And they had many of the personnel out of the vehicles standing on the dirt—

We never found out who or I'm sure they have by now. But at that time, we never found out who it was that told us to go ahead and finish taking our pictures, pick up the rocks, three or four more of your missions and—

And Merry Christmas to you and everybody that works out there.

I gotta wish Bob and his family a Merry Christmas too. Okay. Merry Christmas.

Chapter 4
6 January 2016

Jeff: Welcomes Maj. George Filer back, introduces Frank Chille and introduces Bill Tompkins. Reviews book *Selected by Extraterrestrials* by Bill Tompkins.

George: I think that's what we have to think about, that anything is possible. I happened to chase UFOs when I was in the Air Force, but I didn't realize, of course, that some may have been ours. And Bill has more information about that. And I do know that our government and these aviation companies are many years ahead of us in science and capabilities that we only can dream about, and that Bill has some of the first inside information that he's going to bring to us tonight.

Jeff: How has this whole story affected you?

Frank: Well, I'll tell you, Jeff. Bill is one of the most remarkable individuals I've ever spoken to and I have to say this in all candor, I think, not only was he selected by extraterrestrials but he's been guided and protected by them in his work, in his experiences, and what he is now revealing to us. I had a chance to speak to him in depth and it's just stunning.

Meetings with Admiral Botta

Bill: Well, I think it might be advisable that we sort of go back just a little bit and look at how we got into this position that we're in. But I would like to sort of orient what we're going to be talking about - again the Navy - and I'm not trying to push the Navy because we've got an Air Force guy on here, so I've got to be diplomatic. But, for whatever reason, I went into the Navy and they put me in the Engineering Department of the Naval Air Station in San Diego. I was assigned as staff to an admiral who was commander of the base, Naval Air Base in San Diego, and this was in 1942. This is kind of crazy, but this admiral had what some people called another *hobby*. This really wasn't a hobby. He was above Naval Intelligence, and he had twenty-six or twenty-seven top Navy lieutenants who were essentially U.S. Navy spies, and these fellows had been in Germany on a continuous basis except when they came back to report since 1940, 1941.

To sort of set the way this thing worked – I'd go back to the barracks and

go to bed and nobody would bother me until around twelve o'clock, and the Admiral's aide would wake me up, and I already had my uniform and everything ready because I never knew when they were going to do this. And he escorted me over to the Admiral's tower, which is over on North Island. Actually, you can see the tower; it's still there. If you look at any one of the aircraft carriers that are tied up over on North Island, it'll be sticking up above the flight deck.

Anyway, there's a secret cove in the upper level of the tower where we would meet; all of the Admiral's aides had the keys there. And the aide escorts me over there. We go inside, up the elevators and into this room, and sitting next to where I was going to sit was Rico Botta, the Commander, and on the other side would be one of three Captains that I also had made models for. It was crazy, and incidentally, I had just come out of boot camp and I'm a third-class seaman, okay? And so across the table would be sitting the secretary on one side and then one of the Navy spies sitting there and nervous as you can't believe. We would spend the next three to four hours with him defining an antigravitational test facility with its structures in Germany and the timing of setting the UFO into the center of this big concrete circular test facility, and then starting the tests on it and it lifting up off the ground and then different maneuvers taking place. It's just like a test facility that we would have for a new aircraft.

Jeff: You're talking about, I believe, the Bell structure – round concrete structure and it would be suspended in the middle.

Bill: Yes, Jeff. And I know this is hard to believe because nobody would build an airplane or a vehicle out of concrete but, yes, they did. And it was an extremely successful system. But the point here is that these intelligence officers documented everything that they saw all over Germany and the occupied areas. They got into underground production facilities building UFOs – seven, eight different classified, different mission-type UFOs. Now, it was because there was an agreement between Hitler and the Reptilians, and I again say nobody's believing this, but this is fact. This is what took place.

Reptilians and Germans in Antarctica

Bill: So this agreement was made, not with a document, but telepathically between the Reptilians, Hitler, and the top SS people. The exact agreement was many years later, sort of documented for what the other group produced *(inaudible)* but essentially the Reptilian extraterrestrials gave Hitler and the

SS all of these fantastic, extremely advanced methods of propulsion, of communication, of medical advantages, of extended life – things that you would never even consider being given. And, of course, the agreement on the German side was that eventually Germany would develop naval spacecraft battle groups like the Reptilians have, and operate with them in the Galaxy attacking other planets and setting them up, and doing what the Reptilians had been doing.

Jeff: So that was the trade as you were told? Within our solar system or outside of our solar system? How far did it extend?

Bill: Well, it was essentially close to 40-50 percent into the center of the Galaxy. It's hard to accept, but the understanding that was presented to us by the best Navy spies was that these large spacecraft carrier battle group systems would be operating throughout the Reptilian-controlled stars the Reptilians had, somehow gotten some sort of an okay that they could develop the military capability to take over other stars' planets, and manage them.

Jeff: They were expanding, and they wanted Germany to join them in this venture. Why would the Reptilians permit the Germans to lose the war if they were that heavily invested in them?

Bill: That's a very good question, Jeff. There's a lot of different versions of this. There's a whole lot of different approaches and some of them are extremely complicated. Now, in 1937 and '38, the Reptilians brought Germany into Antarctica. The Reptilians had two large caverns down there and they gave Germany three smaller caverns. There's a misinterpretation on when it was that Germany decided to take all of their production facilities for UFOs and for all the weapons, exotics, and the number that we got from them – remember, we're getting this information from people who spend three to twelve months in Germany collecting their data and coming back so they get different versions when they go back again. But the approach was that Germany, not because they would lose the war, but because they wanted to set up major operations for large battle groups which would be German Navy battle groups, to be built in Antarctica and operate from there as their military base here. So when the war didn't go the way that they wanted it to go, they simply increased the speed and moved up the time to remove almost seven million people, both military and civilian workers, and took them to Antarctica and set up all these production facilities, all the research, all the continuous construction of different types of UFOs, even cigars.

Jeff: Cigar-shaped, yeah. How did they travel back and forth between

Germany and Antarctica?

Bill: Okay, there were two approaches. The Germans built large transport submarines, hundreds of them. And so they took the equipment and the personnel, and they were taking them back to where, at the end of the war, we were told that we got von Braun's 160 of the top people. Maybe Russia, instead, got nearly 1,000, but the point was that ninety percent of what it was that they had done since 1937 – because they started this program in '37 – and they were working, well, the SS didn't get into it until later. And in my book, we talk about 1,443 people. And I want to touch [upon] that for a minute if you don't mind.

Our spies, again, found out that in adjacent European countries to Germany and in Germany there was one girl (*Maria Orsic*, *Ed*.), a blond, and she was telepathically told to design a large spaceship, design the propulsion for it, put her family in it and leave the planet. Now she was 13 years old, I believe, at that time. When she was 17, she had collected 1,443 people working to do the same thing, all of them having been told telepathically to design the propulsion system and design the vehicle, put their families in it and leave the planet. Now there were two salesmen doing this, there were astrophysicists doing it, there were engineers doing it, and there were farmers doing it.

Underground construction and assembly in South America

Jeff: All of this is being told by our best spies. Where was this assembling and building going on?

Bill: There were underground facilities in South America and, of course, Hitler didn't die. He got into one of their… He and his girlfriend got into one of the six-engine bomber-type – half bomber, half transport, and flew home to Argentina.

Jeff: Yes, there were only two of them made. Yes, they did go there and lived out their lives in Argentina.

Bill: Well, most of it was taken to the three large caverns. Incidentally, it is interesting to me how naïve I guess I was, and I guess a lot of people, because I didn't realize that we have large caverns all over our planet. This all came out later on with a lot of other things that we were doing. But some of these caverns are like half the size of California and they are like four, six miles down to even get into them, and others are actually at sea level. The submarines simply went in at sea level and went way back in, 30, forty miles,

and opened up into one of the caverns at sea level and, of course, the extraterrestrials would show them how to cover up the hole to go through to get there. So this was a well-engineered, well-planned program that this little blond girl, a 13-year-old blond, okay? In about 1937, ’38, people that were organized, starting to organize the SS, knew and found out about this girl and the 1400 people. The SS intelligence almost confiscated them because they had developed and built UFOs. This is very, very hard to believe, but they were doing it. Obviously, they are being helped by the extraterrestrials, the whole thing, and that’s mind control. Now remember, these are Navy lieutenants and lieutenant commanders simply reporting what they found.

Jeff: They must have been completely fluent in German, if not of German ancestry, to be able to learn these things.

Bill: Many of them it was through family, like you said. Just a sideline. Remember, the German people didn’t know anything about what the SS was doing. They had no idea all of this stuff was being built.

Anyway, back to the little blond. The SS took over that whole operation and then separated it into two operations – one the SS and then they allowed – listen to this – they allowed those 1,443 people to continue developing large UFOs and cigar-shaped vehicles. The programs went parallel. So actually she and most of the others ended up down in Antarctica and many of them left the planet from Antarctica and went to other stars’ planets.

Jeff: How many admirals and the others were in the room being debriefed by these spies?

Bill: The Admiral. The Admiral’s aide was not in. He was not even allowed. There would be one of the three Captains and one was a Naval Intelligence guy, the other was the Chief Engineer of Engineering and the other was Operational. But one of them at least, maybe two of them, one typist, myself and the operative. That’s all we had. I had a group of girls in engineering who, because they were engineering, everybody was cleared, but I would put together packages of information and we would collectively, work with the three captains and with the operative, which stayed for from two weeks to even two months, and most of the time it would be like four or five weeks and then -- back they go. But we took the information, we disseminated it. I was the guy that did that, and we put packages together. Now listen to this. We put the packages together. I’d take the package out to the flight line to the Admiral’s plane, which is a high wing, seven passenger commercial-type aircraft, single engine, and we would fly to CalTech or we

would fly to Lockheed or I flew to Douglas, and we would fly to universities all across the county and we would take this data, classify the program, and let these different organizations address that package, that part of – maybe it's propulsion, maybe it's extended life.

Jeff: So this was our effort to try to stay up with the German technology, which was being fed to them by ETs, that's what I'm hearing. So you gave it to choice, selected people in engineering and the sciences, and they were to try to build things that would parallel what you were being told was being made in Germany and in Antarctica.

Bill: Absolutely, that's exactly what we did. Now, it was interesting, too, that I flew his planes with his pilot so much that the pilot said, "Bill, why don't you take it?" So I would fly it and he would land it. After a while he says, "Okay, you do the takeoff today," so I did the takeoff. And I said,

"You do the navigation," and "You do radio contact to the station."

Jeff: Now you're going from San Diego, North Island, to CalTech or somewhere. These are all flights basically to Southern California. Why would they take a chance on a plane malfunctioning and having to come down somewhere when they could have taken it by armed convoy on the ground? These are very, very sensitive papers.

Bill: And they *are* very sensitive. I had a two-lock attaché case with documents in this and I carried it out with my flight jacket. When I sat down on the plane we took off. So this is extremely sensitive, but it was being handled in a way that there was this fella, this seaman – I always wore work uniforms and a flight jacket – I never was in a dress uniform, even at JPL. And in the eastern flights, the admiral also had a Lockheed twin-engine and I did fly that part-time too. But we flew that plane to Naval Development Center in Warminster, Pennsylvania, and I had everything set up ahead of time because of all the letters back and forth, *(from Admiral Botta, Ed.)* and they'd meet me at the airport and I'd go over to their facility, and I let them leave the data and then I briefed them on the program.

Jeff: They received only that which they were supposed to address.

Bill: It was like TRW. TRW had 300 compartments, okay? Not just on the campus but they had them all over Southern California. But going back and trying to answer your question, I'm sure that was the decision of Admiral Botta and the fact that they didn't have a Navy captain doing this; it was handled so simply it was unbelievable. I had four years of this, seven days a week, and I flew to almost every military base and university that is handling

military contracts in the country. And it would be, like you said, the compartment. So that particular university, or even the naval bases, would just work that particular package, and then, if the same or other operatives came back with information on the one specific package, it would be updated. We would then put an updated package together and I would get in the Admiral's plane and then fly it back with the pilot to that facility and make the changes and make the recommendations for the changes based on the original information. At Naval R & D Center in Warminster, I went back there eleven times with advanced data and actually separated it into four or five separate packages.

So, you have this information, and you take it to the top people in your country, and you get them to put together something that would be possible to copy and build.

Jeff: A component, okay. Where did all these components end up at the end of the war, and did we ever come up with anything that could fly?

Bill: Very definitely we did, but also, we acquired, of course, the three UFOs that crashed at Roswell, but then we acquired some seven or eight more of them that we have out at Area 51.

Jeff: Why were these UFOs crashing? Were we bringing them down with electronics or shooting them down? That's a lot of lost craft, you'd think, for an advanced race to lose over a relatively short period of time.

Bill:Well, there is a system that we did use. I'm sorry, but I can't talk about that. That's how we took them down.

Jeff: It was sad that it was – I'll just say it, you don't have to say anything – it was sad that the Rowell crashes were caused by very advanced radar-type of equipment. They were aimed at these craft and were able to bring them down. So we were back engineering what we had captured and aware of the German efforts to build their own.

Bill: If you could accept that Antarctica [bases] did exist, it makes it easier to understand how the SS with this sophisticated philosophy that you can't ever win the war; they never accepted they lost the war. And, of course, in a way, they didn't lose the war. The von Braun PAPERCLIP Program filtered out into every one of these places which we had brought information, so we had Germans in Lockheed, we had Germans at Northrop, and we had Germans at Boeing, every place, and they filtered into our military and into the military companies who manufacture much of the weapons.

George: The Nazi UFOs – well, as you know, there are a few pictures that

may or may not be true, but there are indications from various analysis reports that the Air Force and Army had that there were UFOs being built at that time. Then right at the end of the war the Army went in there and tried to capture as many craft as possible and they flew them and put them aboard a British carrier and were brought to the United States and eventually to Wright Patterson.

Jeff: They had German crews fly them to the carrier?

George: No, actually, Americans flew them. They got as many advanced aircraft as the Nazis had. Now there were some craft on the aircraft carrier that were not designated. I saw a list of most of them, but they were aircraft they were familiar with, but there could have been UFOs on there. As a matter of fact, I was told by one librarian that there probably were some of these craft aboard there. In other words, it's likely we brought that technology back to the United States right after the war.

Jeff: That would suggest a complete parallel program – we refer to it as our Space Program.

George: It's quite obvious that the Germans had more advanced technology than ours. Now whether it, in fact, was alien or not I don't know, but we do know that they had advanced aircraft, jet propelled aircraft, rockets, being built underground, as a matter of fact in large numbers, and the biggest problem is they didn't have the oil that they needed and they didn't have the pilots that they needed at the time they were making advanced aircraft.

Jeff: At the end of the war, I believe they were making over 4,000 fighter planes a month underground, but no pilots and no fuel.

George: The 262s were advanced aircraft much faster than ours. As a matter of fact, I asked some pilots that were engaged against them. Usually, they had a very short time in the air and they usually caught them as they took off or landed.

Jeff: That's the only time they could catch them. One B-17 pilot said, "We were not told about the German jets. We didn't know what they were. They went past us in the blink of an eye." Finally, they were told, but in the beginning they weren't told.

George: What I'm really saying is that this ties into some things that he's saying there that there were apparently these advanced programs there. Our Air Victory Museum got an Me-262 *(Messerschmitt, Ed.)* and they build six copies of it, put in new jet engines. When I had my TV program, I used to

advertise for people to buy a rebuilt Me-262. Interesting enough, Lockheed, the Germans, a couple of aviation companies bought them.

Jeff: So these were built to scale from the plans?

George: Right. It wasn't from the plans. They had the actual aircraft and they just remodeled it. As a matter of fact, the fella' that was doing it was one of the fella's that had worked on them in Germany, and he knew the plane beginning to end, and it was a matter of retooling it based on the… In other words, they took the airplane apart and then would make the part to fit it exactly. The only thing that was really different was the engine. We used a better type of engine on the aircraft.

Operation Highjump

Jeff: Frank, I mentioned *Operation Highjump*, 1946, I believe, and Admiral Byrd was sent down there. This was the biggest task force since World War II; it ended a year and a half earlier. It was huge. "What in the hell were they sent to Antarctica for?", was the question people had. Something happened down there that wasn't good for the American fleet.

Frank: It certainly wasn't. And, Jeff, I had a quick question for Bill: During the course of the war, did the German high command ever determine that their secrets had been leaked or compromised by these operatives?

Bill: Yes, they were. And that made it very, very bad on the operatives.

Frank: What happened to them, Bill?

Jeff: Well, I think that's an understatement. They obviously were encouraged to spill the beans and then they were probably killed.

Bill: Yeah. And that's not nice.

Jeff: No, that's war, and you're right. That's not nice, Bill. What about *Operation Highjump* ? What was your familiarity with that? You were in the Navy, you knew? What was the rumor?

Bill: Well, actually, the war was over, supposedly, and Nimitz was the commanding Admiral on that mission. Admiral Byrd was the one that was supposed to carry it out, but we got this top man, Nimitz, the top admiral on the planet, heading up this battle group. So they go down there, and we had PBYs, PBMs, big float planes, and several hundred aircraft of different types. We had a large aircraft carrier loaded with helicopters and aircraft and as they went down, the long-range sea planes, the PBMs, took the longest flights across from one side of Antarctica to the other side, and one of the other ships brought in had a sea plane tender, and so they had two planes that came

in from the other side, and they started to photograph everything that they could see. Then we sent different aircraft into looking for the entrances to the German Navy's submarines. And when we got that close, flying right out of the ocean - no vehicle flying in from a runway at an airport - but there were twenty-seven UFOs in the first group and about half that, fifteen or so, in the second group, and they shot down every helicopter and airplane we had in less than a day and a half. It was just panic.

Jeff: What were your sources on this, Bill. If you can't say, that's fine, because what you're saying is fine because it makes sense with everything that I've been able to pick up.

Bill: I would rather not say, because there are certain things I can't talk about, but the position is that we had this massive -- the largest naval battle group that we had in the war -- with the top people. We had the cream of the crop, the very best, and they were to go down there and blow up the German facilities because they knew from our intelligence, our operatives, knew that these facilities existed, and not just as research and development. I mean these were massive production facilities, enormous.

Jeff: And up out of the ocean came German or…?

Bill: Reptilian.

Jeff: Who was flying these things, Germans?

Bill: Some of them had the German Cross on them and some of them had no identification.

Jeff: What else can you tell us about this?

Bill: Well, the situation was so stunning when they sank the ships, these UFOs. They fired their weapons, and the ship would catch on fire and it would sink before anybody could get a lifeboat over the side. It was unlike any other war, naval war battle. It was totally unlike it. It was just…

Jeff: To get a ship to disintegrate and sink that quickly implies very strong beam weapons of some kind. Now, what ships were lost? Obviously, there was no effort to take the entire fleet out or they probably would have been successful. They wanted just to be left alone, go home, stay away. So what did they sink, a couple destroyers? Do we know?

Bill: We lost destroyers, we lost three support ships, and we lost twenty or thirty smaller ships that were landing-type craft with a different purpose.

Jeff: So they went down there with LSTs, that kind of thing, and they were prepared to go on shore and go into these things and destroy them. They must have had a lot of troops. too.

Bill: Yeah, that was the mission. We had, I think it was like 16,000 Marines, and we had all types of specialists in every technical field you can come up with. Everything that we did was terrible; it was just like it was totally unrelated to normal battle. It wasn't a battle at all. It was just a very short thing that stopped every part of the mission, because these great big PBMs - they were very large aircraft - twin-engine, gull winged, beautiful, and these guys are flying over to look for the entrances to the different areas out there and up from the other side of the Antarctica come these UFOs and their particle beam weapons. There's nothing left at all. I mean they almost disintegrated. It's not like blowing a hole in the wing or knocking out an engine. It just removes everything, and other aircraft could see that one being shot down and nobody had ever seen that before, nobody. Nobody had ever seen an aircraft being taken out like that.

Jeff: So the carriers in the group had a couple hundred, 250 or so, fighter planes, reconnaissance planes, all kinds of planes, and everything that was sent up was shot down immediately?

Bill: Yes. It was almost ridiculous and at the same time they're sinking the ships and they could have sunk the carrier, too, but like you were saying, Jeff, they wanted to make certain we wouldn't bother them - period.

Jeff: If we had knocked out an entire fleet, there would have been another fleet twice as big sent down there, I would suggest. As a politician you can't explain that away too easily.

Bill: I think the problem with that whole mission was that when Admiral Byrd made his reports, he only lasted a couple of months and then he somehow passed.

Jeff: He died.

Bill: But we've had so many people taken out.

Jeff: We have to pause on that note, Bill, but so many people taken out – that would probably include our first Secretary of Defense, James Forrestal, who was also murdered. He knew too much, and what you're suggesting without saying it, and I'm going to finish it, is that a lot of people died to keep that lid firmly in place on what happened during Operation HIGHJUMP. Fair statement?

My Mission Statement

Bill: Yes. Before you hit your break, just one statement. In the book you've got to read my mission statement; you have to read my mission

statement as staff to Admiral Rico Botta, okay? Because it's written by Secretary of the Navy Forrestal; it's signed by Forrestal.

Jeff: It's written for Forrestal?

Bill: It's written by Forrestal. It's signed by Forrestal.

Jeff: Well, James Forrestal was a great American hero and was murdered at Bethesda, and you can look that up anytime you want on the Internet.

Chapter 5
23 March 2016

Jeff: Okay. It's Wednesday, middle of the week and we're going to do something very exciting tonight – really provocative. William “Bill” [Tompkins] is back tonight. He, of course, is the man who started out as a very young American patriot, joined the Navy and is obviously gifted, to the extent that they pulled him way up to the top in terms of including him in very secretive affairs, very advanced technological affairs over time. He went on to work, after the Navy, with one of the highest-rated and most brilliant defense contractors, Thompson Ramo Wooldridge (TRW).

And there's a lot to talk about. We've had William “Bill” [Tompkins] on the program several times before. We've talked about the space fleet we have. We've talked about where we have gone in our solar system and, perhaps, elsewhere. I don't have the answers. All I have are questions. And I listen to what Bill says.

Major George Filer is standing by tonight. Are you there, George?

Jeff: Good evening. Tell us . . . Tell us a little bit about Bill Tompkins for our first timers, and we'll get to Bill in just a couple minutes. What are we going to hear tonight? Tell us about the first book of apparently a series of books that his near photographic memory of his remarkable life has made possible.

George: Well, his first book, which is available to the public and is creating quite a stir, is called *Selected by Extraterrestrials* and it discusses how Bill was tapped on the shoulder. It looks like Bill was tapped on the shoulder at a young age by the military to come in and use his photographic memory to work on projects that they thought he would be capable of as a draftsman. However, that went well beyond that and opened the door to him being involved in some secret projects and working with individuals that he believed were not from here because they were helping him in his work. And he was at the cutting edge of a lot of things that we've only dreamt of and, yet, so many of the things that are coming forward now and were revealed in his book are being correlated by the likes of Corey Goode and by Gary McKinnon, and he's providing us with much more levels of detail than we ever thought we'd have access to.

And I've had several nice discussions with him over the last couple of weeks, and he is just so quick coming and his integrity is just so . . . He's of such high integrity and his story just needs to be told.
Jeff, I really congratulate you for bringing him forward again to share more of his amazing life. He's a remarkable individual on all levels.

Jeff: He is indeed that. George Filer, what are your thoughts on Bill Tompkins at this point?

George: Well, he has a lot of interesting information that we're correlating and is tied together with, just like you mentioned, McKinnon who looked into the deepest secrets of the U.S. and came out with this information about having a space program that's not part of the normal space program that we think about but a secret one. It's very exciting. Bill is able to correlate this information with other information that we're getting. We try to make sure that all of this is being brought to the public. And interestingly enough, some Air Force generals and Navy admirals are encouraging us to bring this information forward to the public.

Jeff: Okay, run that by me in slow motion. That's really important. Certain Air Force generals and Navy admirals are encouraging whom to bring the information forward?

George: Well, for Bill to bring his information forward. Admirals as well as generals are encouraging us to bring this information forward to the public.

Jeff: Okay, well, we're going to do that. Now, let's say 'Hello' to Mr. Bill. Hello, Bill, welcome back. Thanks for being here. How are you?

Bill: I'm going great. It's a real pleasure for me to be with you professional people.

Jeff: Oh, give it a break. Come on. You're an amazing man, and for our skeptics out there – we have skeptics, if even half of what you say is true, it is the most astounding story that I've ever heard. So, bravo to you on all counts for being recognized, for being talented, for using your talents.

And Bill Tompkins had a patriotic passion for this country that few have, and that's one of the reasons that his brilliance and his genius was put to such valuable work by the powers that be. It's one of those fluky kinds of things. It would be a great, major motion picture. Maybe it will be. Who knows.

You remember . . . Bill, I think you were first on this program with your story, or nearly first, and since then, I think you've been on other programs,

and certainly my colleague, Jay Weidner has had interviews with you or certainly one long one, and others. Have you had a lot of exposure?

Bill: It's probably sort of unusual because when the book hit the public, frankly, we weren't sure whether people would buy into what was going to be said. And now MUFON, for instance, that organization that investigates UFOs, I've done three different programs with them alone. And it seems like whoever calls for that meeting, collects people that don't even belong in their organization, because it's jammed. And somebody is really supporting the book and I hope it's you fellas.

Jeff: Well, it's all looking good and the first book is out. How many would you like to do, again, Bill, in the series?

Bill: We're pushing for four of them, because we really can't get all of the information into just one or two books.

Jeff: I agree. There's so much I've heard already; I don't know how you could get it into one book or two. No way. All right. Where we were last when you were on this program, you were getting near to going to work for Thompson Ramo Wooldridge, I believe.

Bill: Yes, that's correct.

Jeff: So let's rewind and start right there, if you want - when you joined them, how you joined them and what they were doing.

Bill: Okay, I'm going to alter this slightly and just mention in between having left Douglas, being fired after 12 ½ years, and then a situation where I went to work for North American – Rocketdyne. My secretary at Douglas called me after I had been fired and told me to contact one of the top people in NASA because they had a program set up for me. So I called Dr. Debus, who was . . .

Jeff: Yes, Dr. Debus, for our listeners, Wernher von Braun's, you say assistant. He may well have been his superior back in Germany, we don't know - a Paperclip scientist, a brilliant man. Dr. Debus ran NASA in its inception years and was just an incredible asset.

Bill: Well, I agree with you. That's definitely the way it happened. Well, I called Dr. Debus, and he said he had a corporate engineering position for me to go to work for a North American company, which had Rocketdyne as a propulsion group, and then the space shuttle as another group.

And so I called him and they set up a program for me, and essentially I spent another four years doing almost the same thing that I had been doing at

Douglas. So it was very interesting later when I got another call which said that there was some special work that they would like to have me to assist in over at TRW in Redondo Beach.

So I reported to the people there and I was asked to put together a quick proposal to TRW, Thompson Ramo Wooldridge, which had this vast futuristic company twelve blocks from the ocean over in Redondo Beach.

Jeff: Yeah, you know my dad was -- I think I mentioned to you -- my father was a director of public relations for Douglas and would go to the Cape all the time for launches. He knew many of the people you knew, and he would talk to me about Thompson Ramo Wooldridge, TRW. He knew so much, and I wish he could have shared it with me, but I was a little young and he just did let on that there were some pretty amazing things going on.

Bill: Amazing is . . .

Jeff: The understatement.

Bill: . . . the understatement. Now people had actually organized TRW as Thompson Ramo Wooldridge, and they were the people that were sort of doing the pushing in the secret think tank of Douglas for many military programs, missiles and developments and space stations. All kinds of stuff were being worked on. They had some money and put this organization together and built this futuristic campus. It's actually-- you have to go there to get the feel of -- you know you're in space when you're on that campus. It was unreal. And the feeling for just being there and contributing is throughout the entire facility. It's a totally different atmosphere. Of course, all of you know that later on Northrop Grumman bought TRW. And then later on, because of the kilometer-long spacecraft that we were designing at Douglas, I continued that same program at TRW.

I truthfully can say that I was sort of an off-ball assistant to the Vice President. Essentially, TRW had hundreds of separate small laboratories, and all these were secret to one another. They didn't communicate with other organizations.

Jeff: Compartmentalized. Yeah. Got it.

Bill: Yeah. And unbelievably so. This facility, essentially, was given money – by whom, I guess we going to have to keep off of that. This facility had the money to study everything. There was no subject that was prohibited. They weren't just looking at space science or astronomy, or even vehicles or astronauts. They were looking at **everything**. Many sub-labs were actually studying the same subject. Up to as many as three or four labs studying the

same subject, totally independently.

Now, for whatever reason, they took this guy, Bill Tompkins, they gave him a secretary and office, which was with glass windows that were floor to ceiling and carpeting and futuristic furniture. I mean, it was unbelievable. Anyway, what I was supposed to do is to go to these different labs and hear what their programs were, and let the people that were doing that study on that particular area tell me what they thought they should be doing, since I was a consultant to the group.

Jeff: Hey, Bill, excuse me. Can you give me an idea of one or two of these independent labs? And you say there were dozens and dozens of them. But what are some of the eclectic things that they were working on?

Tunnel boring machines work fast and well

Bill: Well, there were the tunnel people. And, essentially, as many of you know, the Earth is filled with massive caverns all over the planet.

Jeff: And tunnels connecting them.

Bill: And then they have this tunnel system that connects them. So in that particular program it was an Air Force study which was then implemented by TRW. And so, yes, we talked to Air Force people – not just the people that were doing the study at TRW. And we find that the Air Force had built these block-long digger machines, whatever you want to call them, to bore holes.

Jeff: Teleboring machines.

Bill: And so they were a block long. They would have a crew of thirty to forty, and they would drill through rock at a programmed rate and make new tunnels. And then they would put railroad tracks on them and these fairly high-speed vehicles would run from the Pentagon in Washington, D.C. to the Air Force facility out on the desert and then up to the launching areas in California for the missile launches.

Jeff: In other words, you're saying they would go to places like China Lake, out there in the Mojave, and then on to Vandenberg as well. Correct?

Bill: Yes.

Jeff: Okay. Let me say one thing about those tunnel-boring machines. There aren't many pictures of them for obvious reasons. There is one picture of one from the 1970s. It's huge. It's painted white, as I remember the picture. And on the side of it is a U.S. Air Force star and a bar logo - the likes of which you used to see on Air Force planes and still do, I guess.

And I said, what the hell, is an Air Force logo doing on a tunnel machine?

But you've just answered the question.

Bill: Yes, that's correct. And I have to bring this part in. The people who I had in my group, because I only had eleven people in what I was supposed to be doing investigating these other programs, one of the ladies that was working with the system was brought in to the program from another study of similar type machines – boring machines. She was demanding to know from one of the Air Force generals how they were going to get their supersonic aircraft to fly from the Pentagon to the Pacific through these tunnels. And that became a big joke over and over and over – all over the program. But the point was, that drilling other tunnels we ran into massive caverns. Some of these caverns were already occupied. So we had to back off and close the openings and then take a different direction.

Jeff: Oh, wait. Now, this is fascinating for our listeners. Some of these tunnel-boring machines run into these enormous caverns and you heard Bill say they were already occupied. And occupied by whom? They weren't us. And so out of politeness and decorum, at the very least, teleboring machines would obviously have to reverse direction and go around the cavern so as not to bother the occupants. Get the picture? Very interesting.

Bill: Ah, yes. And so in other areas of boring, we ran into their tunnels. Well, now. Who is 'their'? Okay? It turns out that several different extraterrestrial organizations have been using these caverns for thousands of years on the planet. When you penetrate into their area, we found that we did get warnings to stop before we actually broke through, and sometimes we broke through.

So the ET sensing system knew before we even started drilling that particular tunnel what we were going to do and they let us drill the tunnel until it was just ready to break through and then they hit us again.

And so what we found in the tunnels, and when we broke into the caverns, that there were three and four different types of extraterrestrials there. And in some cases, there were American scientists and engineers working with them. And in some cases, we were violently driven out. In other cases, we were allowed to come in.

Jeff: Wow! Very interesting. Okay. Hold on Bill. We have to pause for just a few minutes. So get a drink of water. We'll come right back and continue with Mr. William Tompkins.

Okay, back with Mr. William Tompkins. Bill was telling us some of the things that went on when he was with TRW. Let me get a quick word, Bill,

from George Filer on this story.

George, so far, what do you think?

Filer: Well, I don't happen to know this, or know about the tunnels, but I do know that when I was on active duty in the Air Force, I was called in to the general's office, and I was given, you might say like secret orders. And the orders said that it was an emergency, which I assumed had to do with the Soviet Union, but in any case, I would be part of a particular group that would go to an underground base in West Virginia and set up, you might say, a separate government in case our government was wiped out in Washington, D.C. In other words, I do know that there were underground facilities, and I had orders to go there. One of the interesting things is that I'd mentioned this to Colonel Don Ware, and he said he also had orders. But the interesting thing is that both Don Ware and I were aware of extraterrestrials, and it was surprising that we were picked out to be a part of this new government apparently because we also had this information about extraterrestrials. In other words, in a sense, I'm supporting what he's, what Bill is, saying.

Jeff: Got it. Okay. Frank Chille? How about you?

Frank: Well, what Bill is sharing is some of the information that Bill Hamilton had shared with me regarding the knowledge that he had derived regarding his two-star general that was telling him about tunnel-boring equipment and underground caverns that were honeycombed throughout the United States and that there were some extraterrestrials living there. And according to Bill, there may be upwards of what...100 different races that are interacting down here, Bill?

Bill: That's correct. We have a real problem because I know it's hard to accept, but these different types of extraterrestrial entities that are here all have the capability to play with our brains and prevent us from seeing them. And I know you . . . This is hard for people to accept, but this is a fact. And so these people can come here, walk all over our planet, do whatever they want and telepathically get us through mind control to do what they want us to do – their agendas. And this is an area that we really, we really, need to work on.

Jeff: Okay. All right. Carry on. We're with the tunnel, the tunnel department, at TRW. That's one.

Bill: All right, now just let me finish that tunnel group. In general, digging other tunnels with the Air Force equipment, boring it, they ran into other extraterrestrial tunnels. And these were completely different in that they

were, diameter-wise, five times the width – the diameter. And they were almost no turning in them at all – no sharp turns of any kind like you're going to see in pictures of tunnels that we get involved in.

And so their equipment . . . They operate high speed train systems all over your planet. And when you say, 'high speed', it's nearly supersonic. And this is ridiculous because the planet is round, and these facilities are fantastically built. When they drive their machines into the ground, they have a system which allows everything to be brought back - converted into other materials – and line their tunnels with glass-like lining. Perfect cylinders.

So they convert the granite, the ground, into different materials, and as the machine is grinding as it goes through, everything is changed into a finished tunnel. And, in some cases, they were operating adjacent equipment; behind it they put the rail system in almost as fast as the digger was constructing. It's amazing.

Jeff: What do the trains . . . First of all, what does the digging machine use for fuel? Is that a low-level nuclear-powered device?

Bill: It's not nuclear. It's antigravitational, which you say you don't need that for this, but it is a system that they use on some of their extraterrestrial propulsion.

Jeff: How interesting. Wow! All right, very good. Okay, now, who gets to use these tunnels? Who rides them? Do the ETs ride them with us or is it pretty much something for humans to use to zip around unseen and unbeknownst beneath us?

Bill: This is as if they have a stop-sign through them. The extraterrestrials, who have humans as their slave labor in their large caverns, they will have sometimes those humans come with them on different programs that are being developed on a different part of the planet. But other than that, this is a hands-off facility. We're not allowed to use them at all.

Jeff: Really? Oh. All right. So we don't use them. We build them, and we don't use them?

Bill: No. We build our own. Theirs are a separate set of tunnels which are much larger in diameter, use high-speed rail-type systems, connecting every area of your planet. We are not allowed to use those systems. But the main thing is how the system operates under construction. It's uncanny the speed with which they can build new tunnels.

Jeff: How many miles a day?

Bill: They were going as much as thirty miles a day. Some of them would go as many as one hundred miles a day.

Jeff: Okay. Now, the masses of rock that these machines go through, it's my understanding that the rock is broken down and atomically reduced in size. There it's compacted, turned into a quasi-molten state, and then injected into the walls as it were of the tunnel, creating this glass-like smoothness.

Bill: Yes.

Jeff: So they can move quickly because they're actually taking the rock and reducing the volume of it by dozens of percentage points. It becomes much less than it was and it's reformed and put around the edges of the tunnel, around the tunnel walls. Very interesting, fascinating stuff. Okay, that's one department. Let's go back to TRW. Give me an idea of another department.

Bill: Okay. Just one thing before that. Those tunnels are lit. They light up the tunnel. You don't have a separate lighting system. The light is continuous in those tunnels and there's actual light just as fast as they are constructed.

Jeff: It must be something to do with an atomic nuclear sub-atomic reaction of some kind that creates light.

Conclusions of the History Labs at TRW

Bill: Yes. For a minute, I'd like to talk a little bit about the History Lab. And it's not just one lab at TRW. It's probably thirty of them. Again, they are funded to study all aspects of the history of the planet. And so what this gets into is the level of incorrect information that the universities, the colleges, the schools, and even the medical schools, are using because extraterrestrials have created our history. And it's totally different than what our books say it is.

And so we have a situation where the people that are doing the studies there at TRW in the History Labs, they simply are trying to establish what history **really** was and using time lines to accomplish this in reverse. And what they have found is, yes, there were other civilizations on the planet thousands of years ago. And they also found that there have been other floods besides Noah's flood. And there had been other earthquakes (*pole shifts? - Ed*).

And the studying of the history essentially came up with a total rewriting

of virtually everything related to what we have been taught. And essentially the studies, even though they are continuing, over at Northrop, that study ended up saying that our history is a total lie - virtually everything. So now, we're finding out there's other ways to accomplish the things, but essentially we have been fed lies by the extraterrestrials.

And so our situation then is that we, even in engineering, are using standards that are childish for everything. So, again, we are then now using a higher percent of our brain matter where the real numbers have been something like 2.2% is all we are really using. Whereas the extraterrestrials, who have roughly the same size brain matter, are using the whole thing. So this then touches with the numbers of times per month that the extraterrestrials drop the five gases on the industrial areas of the planet.

Extraterrestrials are dropping gases for evil reasons

So here we have a history program going and then we find that . . . and I have the photographs there of the five reptilian tankers dropping the five gases on Orange and San Diego County at 300 feet.

Jeff: Now, hold on, hold on. The ETs using five tankers to drop gas on Orange County. Give me more information, please. What do these tankers look like? Whose are they? And you mentioned 300 feet. That's awfully low.

Bill: This is part of the insanity that we're dealing with.

Jeff: Whose insanity is it, Bill?

Bill: The insanity is really us, because like Admiral Hugh Webster used to say, every man, woman and child in the country should be working on this. Our insanity is that there's a totally different life out there that a lot of other people are living. We are living in a laboratory. We inside the laboratory of all these other organizations. We're in a lab.

But these tankers – there are several sizes of them. Some of them are only about 150 feet long. They are a very strange shape for a supersonic vehicle. Of course, they come from a mothership. And so they just come down like a landing craft that the Marines would use.

So they operate at a low altitude, not because they are afraid they're going to be seen, but because they want the gases to be distributed close to the people. So they're flying through canyons. I'll have to get a copy of those photographs to you folks, because if you haven't seen them, it's hard to even describe. (See the rear cover of Selected by Extraterrestrials, Volume 2. -Ed) The top surface has five glass-like roofs on the top of the sort of a

streamlined semi-bullet-shaped vehicle.

Jeff: Okay. No wings. No wings, right?

Bill: No wings. The sides of it are perforated. And the roof, then, is perforated. And the photos that we have, show five separate colors of gases coming out. These vehicles come out of the mothership. They come down and they throw the gases around specific areas on the planet that have to be stopped – technically stopped. This is what this is for.

Jeff: What do you mean "technically . . . Bill, excuse me. What do you mean 'technically stopped'? And how do these gases stop it?

Bill: What we're saying is that they're observing us talking today on the radio. Okay? They can listen to everything that we are saying.

Jeff: That's why I have my blinds closed. I don't want to see them looking in.

Bill: That won't do any good. Wait a minute. So these fellas have standard gases that they drop, and other people have seen them when they look at crop circles.

Jeff: Oh, let me ask one thing. Some of the crop circle videotapes or digital recordings do not show an aircraft. They show the trails, and then if you look carefully, out in front of the trails is a dot. Well, there is a little dot sometimes. It's obviously a UFO. It's not an aircraft. It's something else. So . . . Okay, go ahead. I'm sorry to interrupt, but I wanted to make that point.

Bill: And you're correct and absolutely some of them are our own Air Force for other reasons, but, yes, others are extraterrestrials.

Jeff: Okay.

Bill: Okay, so this photograph sequence is about eight years old. The photograph was taken in Carlsbad, California on the border of Oceanside. And four couples had a party Friday night and Saturday morning they went out to a cul-de-sac street that looked over the side of a little valley where a group of new condos were being built. So the four couples were to look over the side of this cul-de-sac and show them the new condos.

So nobody saw any UFOs. And when they took the pictures at the party last night and the one picture of the new condos, had them developed . . . Whoops! Here's these five UFOs at 300 feet. And you can see the hills. You can see the buildings. You can see all of it. And you're going to know this is not 10,000 feet.

These five essentially . . . My pickup on it was . . . because a friend of mine took the picture. And when I took it over to Northrop Grumman – they

have a facility here in San Diego – and they did a little study on it, the photograph. It was established definitely that these were tankers. And they were dropping these five gases.

Well, when the gas comes out, it dissipates, and that's what they want it to do. They don't want to leave any cloud or anything visible, because the squadron leader, the extraterrestrial squadron leader of this particular gas drop, turned the stealth on which prevents us from seeing them. He forgot to turn on the stealth that would prevent cameras from photographing them. And this, ladies and gentlemen, is the reason why you don't see UFOs. They are here every single day. But they have their stealth turned on.

Jeff: Sure. They're cloaked.

Bill: You don't see them.

Jeff: Right. Yeah. Understood. Okay. Now, these tankers, they come down from motherships. What are they a couple hundred feet long? Pretty good size?

Bill: Some of them are up to 700 feet.

Jeff: Okay, they're big.

Bill: Some are quite large.

Jeff: These motherships, Bill, are in orbit above the planet's surface in near space. They must be, as some people have said, miles across. They must be huge.

Bill: Yes, they are. Some of them are twenty miles.

Jeff: I'm just making that point for our audience here. These are enormous things. Okay, so. Yeah.

Bill: Wait a minute here. Because this, again, is against the law.

Jeff: What law? These people aren't answerable to any laws.

Bill: And the whole thing is against the law.

We, to this point, don't have the ability to stop these guys from doing it. So the frequency, that's what I wanted you to hear. The frequency of the drops in technical areas, or areas on the planet that are technically advancing in medicine or space or communications, whatever, they are the ones that they want to make sure that they are not going to make it.

Jeff: They're trying to retard . . . They're retarding our, in many cases, black ops programs of advanced technology to keep us restrained. Is that the idea? They don't want us to make this kind of progress?

Bill: Exactly. And the reason I'm using that as sort of an example here all

over TRW is it's difficult to accept that there should be more good guys out there helping us and not allowing supposedly insects and Dracos and these other people to accomplish their missions. But having to realize the history part of the studies at TRW, this goes back so far, and through so many different civilizations on this planet, which got us into all this problem.

Jeff: Wow! So, Bill, hold on, please. We do have to pause on that note. This has been a phenomenal hour to consider. We'll come back and do another one. So stay right there.

Jeff: Okay. Let's get right back to our special guest, Bill Tompkins, who has just stunned us again with some of this material. And the interesting thing about Bill is he's got the detail that, for those of you who are skeptical, listen to the details. Those are the things you don't often hear. If someone is out to tell a tall tale, they don't do that. This is the real deal from Bill Tompkins. Let me quickly, Bill, ask George to check in here with his update. George?

Maj. George Filer: I'm president of the Air Force Association in Southern New Jersey and we elect, you might call it, the Teacher of the Year. In any case, one of the teachers that we nominated ended up winning Teacher of the Year and she was invited to go to Egypt and visit all the pyramids and that kind of thing.

But she said the most interesting thing is that they visited tunnels underground in Egypt that had the same description that Bill mentioned just a little while ago.

Jeff: Like 'smooth as glass surface'. I got it.

Filer: And interesting enough, they were guarded by Egyptian soldiers with submachine guns. But they had shown the teachers from the United States these very special tunnels. Now she felt that these tunnels were very old, but very likely that they were not ours. They were extraterrestrial. And she was not interested at all in any of this stuff. But she's verifying what he's talking about.

Jeff: Okay. That's very interesting. All right. Frank?

Frank Chille: Well, ___ the story about the tankers and using those five gases, that's . . . I've never heard that before. Bill indicates that the Nordic Navy needs to come down here and really give us some assistance with some of these problems.

Jeff: Ha, ha. Yeah, they're amazing. Folks, do a search. Use any search engine – Google, I don't care – for tunnel-boring machines and then hit 'Images' and look at some of these massive things that we are allowed to see.

Okay?

Now, these aren't necessarily the ones that Bill's talking about, but these are in the public domain and I'm looking at the five page down and there's one tunnel machine, it's got, I don't know, fifteen people standing around it with ties. It looks like it's a launch of it, but it says 'U.S. Air Force' on it. It's got the star and the circle and the stripes behind it. It's an Air Force logo. It's an Air Force tunnel-boring machine. And it isn't meant to go up into the stratosphere, it's meant to go under, and it does. So these are pretty amazing.

Frank: In that photograph that you referred to, the first time I saw that photograph was in Bill Hamilton's “Cosmic Top Secret” book. Bill Tompkins go ahead. Let's carry on here.

Life Extension at TRW

Bill: Okay, if we could change the subject a little bit, trying to stay into what in the world does TRW do? There's a program that . . . I mentioned before that we had a large group of people studying every aspect of medicine. And so in that group, there were a sizable number who were studying what you'd call 'extended life'.

And so 'extended life' – what do you mean by that? Well, that involves keeping somebody pretty healthy. And it also involves extended use of the brain. So at TRW, we had all these people studying every aspect of medicine as it related to living longer.

Bill: And, of course, the thing was to find the immortality gene.

Jeff: Right. Right. The idea of extending life – life extension – has been a hot topic for a long time, and then certainly black operations money and budgets for that probably are as plentiful as the scientists need. So tell us what you know that they found out. Now this is going back to the 60s and, I guess, 70s.

Bill: Yeah, 1986~89. So, TRW then started to attempt to come up with various technical studies and various support, life support, systems and looking at every aspect of what it would take to stick around longer. So this situation of not aging, it finally got itself to a point where one of over sixty separate studies came up with potential answers of how we could live longer.

I have to say in this that some of the people, some of the lab people, were being influenced – they had to have been – by Nordics. And I have, obviously, had that kind of a problem too. That assistance. But, in this case, nobody helped me. All right? So this program then, in a simple form, you take four aspirin over a six-month period.

Jeff: Four aspirin a day?

Bill: No, you just take four aspirin. Not aspirin, it's a tablet. But it's not aspirin at all. It's got nothing to do with aspirin. You pop these four “aspirin” over a six-month period and immediately, you feel much better. And you start to revert back very gradually. And in some cases . . .

Jeff: It reverses aging, you're saying.

Bill: Yeah. And some people revert back to then being twenty-nine in less than three months. Others, it takes some five and six months.

Jeff: And this is in the 80s it's going on?

Bill: No, this is, I'm sorry. This is '68, '69, '70.

Jeff: Oh, my mistake. So they had an ability, Bill, to reverse aging in the '60s?

Bill: That's what they were working on. They hadn't made it work yet. But what would take place is the people, the young ladies, would move back to twenty-one and the men would reverse back to twenty-nine or thirty. The interesting part is when this program sort of picked out that version as being the best. It was also found that the brain would change to the extent that it would be . . . it would have a minimum of 400% greater capability than it had before they started. Now, some of the capability was like a 1,000%, but it was a minimum of 400%.

That program has continued at TRW. It continued after Northrop bought TRW, and it extended to the point that the five largest advanced medical research companies, including the Scripps Medical Group…

Jeff: That's Scripps La Jolla.

The twenty and back program

Bill: La Jolla. They're all working on this, and they have as many as 300 people who are reverse aging to some degree – stepping back. If you can accept the information on Solar Warden, where Navy personnel, a Navy man, joins the Navy into the space group. He goes through training and then he goes out and operates in a kilometer-long space craft carrier in the galaxy. And he does this for twenty years and at the end of that, he gets the option to take another twenty years or he can go back to the Earth, because he had no contact with the Earth or family during that twenty years.

Jeff: What you're saying then is these people who go into long-term space service can regain their lost twenty years with these pills. In other words, they're regaining lost time.

Bill: Yes.

Jeff: So they don't mind long-term duty. Okay.

Bill: So you have, essentially, the same system in a different manner that we would be able to use. So this thing that we . . . this immortality gene idea, concept, has been worked on for 38 years, forty years. So today, there are these five groups that are working on a program to actually bring in people, selected, into these five major medical research groups and take them all the way back.

Now, obviously, the study had help from extraterrestrials. We'd have to say it's probably the Nordics, and because they . . . how do you put this . . . They helped…we've talked about them before… in the Douglas engineering system on the Apollo S4B Stage for the missions to the moon.

And so the people that I had helping me, these young ladies, essentially were . . . they appeared to be like eighteen years old, but, you know, could be 2,000 years old. So they can contribute far more than we can in sixty or seventy years, and somebody gives us a watch and we're gone.

So what we're seeing here is that roughly at the end of a little less than two years from right now, there's going to be a group that will be selected that will actually start full regression and going back to twenty- one and twenty-nine.

Jeff: Well, I think they owe you, don't they, Bill?

Bill: I don't think they owe me. I think this is a collective effort that's been going. But the point is . . . I think . . . What I want to say here right now, gentlemen, is really, really important. When we talked about the history of

everything and it all being a big lie, you have to stop and think of yourself. You've got your doctors in three or four or five of the most technical subjects that are on the planet, and so then you get some kid like Bill Tompkins talking to you, and, obviously, you're not going to believe him because you have been taught what needs to be in your technical field over six or eight years in the university. So you KNOW what it is. And this guy, Bill, is just some kid that's suggesting things.

Well, the point here is that sometimes we don't stop and think that what we have been taught for hundreds of years is lies in every technical field, not just medicine, not just astronomy, every technical field. We've been lied to. And so this is hard for us. These PhDs to make the change to something that . . . "You mean everything they taught me was wrong? I have to now look at a new mathematics? And that's very hard for me."

The reason I'm saying this is that is one of the key reasons so many top thinking people, PhDs, have been so hard to accept, for instance, what I tried to do with the Apollo program. And the Apollo program, the S4B Stage, up on top, that's a control station for the mission - that's where everything happens. Douglas had the most complicated part of the Apollo. And fortunately, we had top engineers who were listening to the possibility of a different way to approach everything. And it worked.

But all of us have problems talking about extraterrestrials, particularly to the well-educated people because you can't disbelieve them what they were taught. The books, the documents, the history is all incorrect.

Jeff: That's amazing. That's really a paradigm-shattering thing to consider. But when you think about the planet being 4.5 billion years old, my god, how many things could have happened that we have no idea about, never will. Probably 98% of the history of this planet we'll never know about.

Bill: That's correct, I'm sure. No question. And so this is really one of the biggest problems that we have. Your highly technical people . . . Now Bob Wood, for instance, . . .

Jeff: At Douglas.

Bill: Yeah, at McDonnell Douglas. Actually, he got his degree in three of the highest levels, but this guy sees things differently. He asks questions. He's demanding documentation. And I'm not trying to say he gave me a hard time with the book, but he gave me a hard time with the book!

Bill: He wanted justification. "Maybe you're smoking pot. I don't believe you."

Jeff: Yes, he's putting his career on the line, and he wanted to be sure. He wanted to work with you, but he had to be sure. Okay.

Bill: But that's again, back to our problem on Disclosure, and we have to really address that, because we're talking to the highest, highly technical people, and they KNOW we're smoking pot. They all know it. And it's hard from them to step back and look through a big window, which is what we've got to do. Okay, anyway, from our own standpoint, gentlemen, there is a program which is going to be implemented, and it's taken forty five years, that it's highly possible that some of you may live a long time – much longer than you ever dreamed.

Now, this then, collectively with Disclosure, these are two massive things that are going to happen. To me, we have a problem of convincing people, and I think the more exposure that we can get, I think the better we're going to be, because these two things are going to happen and, obviously, how you get on the list.

Jeff: Oh, yeah, yeah, yeah, the list, of course. There's seven billion people on the planet. I don't think the controllers want to regress seven billion people back to their twenties if they're older than that – or keep them in their twenties. That would be a problem. The birth rate would have to be massively curtailed and the population would have to be reduced at some point, which has all been talked about. *(Ed. Covid?)*

The idea of a way genetically to reverse aging, is not that far-fetched at all if you think about it. If genes determine what we look like, how we appear, how long we live, our relative resistance to disease, why couldn't it be reversed? Absolutely no reason why not. And that's what Bill Tompkins is talking about here, and genetic regression of age, the ending of senescence.

Bill: Now stop and think . . . Stop and think for a minute how much more we could, as individuals, contribute. It's staggering.

Jeff: Well, we grow too soon old and too old smart, Bill, and you're right. So we get all this wisdom – it's too soon we're gone from the planet. So to keep it around, if we're physically being reverted to twenty nine and twenty one, we'd have that wisdom, and we'd be, as you say, 400%, some 1,000%, more mentally capable, in addition to having the wisdom. We'd turn into a genius class.

Bill: Okay. We agree. Now, could we revert back to that Think Tank over at Douglas?

Jeff: Yes, we can, but we have to take a break.

Bill: All right.

Jeff: Get a drink of water, and we'll be right back and carry on with Mr. William Tompkins, whose first book is available right now – three more to go. And at the rate Bill Tompkins remembers and reports things, it could be more than that. Back in just a few minutes on this very interesting night.

Jeff: Okay. Here we are. Now, this is a night to remember as I say. I don't know how many of you saw the movie "Limitless". I guess there is a spin-off TV series, which . . . I saw one portion of an episode that was inferior, but the idea of a pill allows you to utilize, what, 5% of your brain, I don't know what they say, you know, 50% of your brain, or something like that. We now have the potential, according to Bill Tompkins, of an age regression pill – like taking four aspirins in six months – which will bring you back, as a female to about twenty-one, as a male to about twenty-nine or thirty. That's pretty amazing. If you come back to that state physiologically, and not cerebrally . . . Now, mentally, we're electrical. So the electrical part of our database shouldn't be affected by such a pill, and if they've been after this for forty-five or fifty or more years, I'm sure they know exactly what they're doing by now. The problem, Bill, with this is that there's going to be a bit of a clamor to get on the list.

Bill: I'm laughing.

Jeff: Yeah, yeah. So you need to be on that list. That's for sure. I don't know how this is all going to play out as it is rolled out eventually when people find out about it. And they're finding out about it, thanks to you, right now. But it's a big story. BIG story. Let me get a quick note from George and then back to Frank. Go ahead, George.

Filer: Sign me up on the list. Ha, ha. The gang is ready to go on the list. Now I will say that I've interviewed quite a few people who've been aboard alien spaceships and claim that not so much that they talk about a pill, but they have . . . This one lady that I knew is like sixty years old and she was aboard a craft going from Pittsburgh to Philadelphia and claimed that she was shown a lady inside a glass tube who was like twenty years old and she's sixty and they asked her if she would like to be that lady. She'd be twenty and young and beautiful and blond-haired and so forth.

We've also had quite a few cases where they, the aliens, particularly the Nordics, claim that they are our ancestors. So I don't know how true that is, but that kind of fits into to what Bill's saying that they have this capability to live to be quite old.

And then actually I've met ladies who claim to be, first of all, Nordics, and claim to be like 95 years old and who look about twenty-one. Assuming what they're saying is true, they have amazing capabilities as far as age is concerned.

Frank: It wouldn't surprise me if they have that capability. And I would let my share go to Bill Tompkins and George Filer.

Jeff: Oh, that's nice. Very nice.

Frank: Listen, I'd like to suggest this, Jeff. Bill shared a story with me of an historic meeting he had with von Braun at Redstone Arsenal, and I think you and your audience would be astounded by it.

Jeff: Okay. All right. I think we've certainly opened the door to what you've been talking about wide, Bill. You want to tell us about Wernher von Braun and the meeting at Redstone?

Bill: Okay. Actually, the meeting itself was an illegal meeting in that . . . I have to back off a little bit. At the Douglas design group, where I was section chief, on the Apollo Program, we . . . Now, this is not . . . This is what really took place, and this is not a made-up story to cover something. The entire time that we did the Apollo Program, everybody was throwing wrenches into the gears. And we mentioned this before when we talked earlier. But the point is that people's minds were being controlled – manufacturing at Douglas was. And corporate was. And all of these people were saying, "Why we shouldn't do it, or we can't do it and we're wasting time and get Bill out of there." So in that environment, we sort of . . . my section sort of isolated ourselves and stepped back and started looking at what was the mission – what's the Apollo mission? And then what does it take to accomplish that? What are the things that we have to do? And the contract from NASA said one thing. It was insane. There was no way it would ever work. Incidentally, the contract was written partially by German SS research people because they came over with Project Paperclip and they came over to help us on some sort of a program in space. And, of course, it was their program that they brought over. But those people had one thing that they really slipped on. They were genius – the Germans. But they were not into automation and they were not into micro, micro systems.

So we had had an opportunity – now listen to this. We had had an opportunity to utilize a facility, a Douglas facility, over in Escondido – the one that Jack Northrop used to have, before he built his company. This was where we were allowed to get into Area 51, some of our people, pick up the

stuff, bring it back and play with it. And so here we are playing with extraterrestrial stuff, trying to figure it out. And in that, we found that there's some breakthroughs in how we could design a computer, which would accomplish all of the stuff that is done manually for our equipment. Of course, there's nothing in the contract that allows us to do that. Everything in Germany was done manually. So when we put together some of this stuff that our group was studying, they said, “Holy cats. Let's see if we could do it their way.”

So we came up with a group of systems, and some of them are in the book, of how we could automate virtually everything that our stage, the controlling stage, could be operated from - essentially, no manual operations at all. And so when we found that the mission was wrong, we then of course went back and started doing the missions too. And then we found that, of course, we would have to support the Navy in developing Naval stations on all of the planets on their solar system’s moons. And then after that stage go, out to the twelve nearest stars and do the same thing on them and then go commercial – extraterrestrial commercial out in the galaxy.

So, when we were doing this, we came into automating everything – every step. And the Germans, who were running NASA, they owned it and refused to allow us to modify their contract. So, like I had mentioned before, we put together this package, and I had a model built of the launch control building, which was finally built, and I flew the model down to Redstone Arsenal and at the airport there I rented a truck and drove it out to (Redstone) tower and the guards. A dolly came down the steps, guards took the model off of the truck, opened the truck, put it on the dolly, took it up, the elevators doors opened and we went up to von Braun's level at the top. The doors opened there. We went in and I had a blue cloth covering the model. We then got von Braun on one side and Dr. Debus on the other and I spent the rest of the week with them.

Jeff: Wow! Do you have a picture of the three of you? Did anybody take a photo – just for fun? Or do you have a memory of that? That's an amazing trio.

Bill: Well, that's in the book and so in detail. And the point there is that my secretary had said before we even went down there that I've written you a letter which will introduce you to the top people in NASA, but you're never going to use it. So then she did all of that stuff where I'm driving into that

zone, the secret area, and the secret doors, gates, opened without stopping me. The armed guards don't grab me and shoot me. Nobody tries to find a bomb inside the truck, a box. And all of these things happened exactly as she told me it would.

She also told me not to believe a lot of the stuff that the German guys would say. But Dr. Debus, to me, even though von Braun was the top guy, Debus somehow immediately, right after I started talking, became a friend. And I can't describe it any other way. And virtually, I couldn't say anything wrong.

And so he fully accepted this new concept to do it -- go automatic on everything, even the Watch Control Building. And the transporter and taking the vehicles out on a raft down a river, build a truck and drive it down the freeway to get it out from the launch area – from the control area to the launch area. And everything then changed. And it got accomplished.

But the point was that the SS was already starting . . . They just got here, and they were taking over everything. And they got jobs through whatever method in all of the aerospace companies, all of the medical companies, all of the subcontractors. There were 40,000 contractors in the Apollo program from all over the country. And so German guys, who could speak fairly good and sometimes excellent English, took over all these companies.

And this, then, was to really accomplish Hitler's mission – to go out into space. So what took place there in Redstone Arsenal was a takeover of your planet. So you didn't . . . You didn't win the war. The war ended because we bombed the country to . . . we totally destroyed Germany.

Germans migrate to Argentina, Antarctica

But like everybody knows, the Germans were taking all the good stuff from aerospace, I mean, from extraterrestrials – UFOs and everything – to Antarctica.

Jeff: Tens of thousands of them went to Argentina and the rumors about Antarctica, of course, remain. And there's every reason to believe that that happened. There was a movie, a documentary made, around 1938-39, by some German researchers, explorers, who went down there. I'm sure there were a number of expeditions, but these guys came back with some black and white film of their journey to Argentina and on the subcontinent walking around. They took you via their film into enormous underground caverns, caves, whatever you want to call them that had no cold, no snow – totally habitable. And apparently numerous. And that is where it's believed there is an on-going sub-culture right now, not to mention Argentina, some in Uruguay, some in Brazil, but most of it in Argentina. In Bariloche, Argentina, where Hitler and Eva Braun lived for at least ten years . . .

Bill: I thought they were killed.

Jeff: No, no. They were not killed. No, they didn't die in the bunker for you folks that are not up to that. Go to Sharkhunters.com and buy the book, *Hitler in Argentina*, and be informed. Okay? Eyewitnesses in the bunker, one from Spain, an intelligence officer, wrote the story up in longhand and sent it to Harry Cooper who put it out over twenty years ago in his first book called *Escape from the Bunker*. I talked him into updating the book and upgrading it because of his trips to Argentina and he agreed. The result was *Hitler in Argentina* - eyewitnesses down there, the whole thing. But there's even a color picture on the front page of the book of the big Mercedes built and funded a Bavarian-style chalet that Hitler and Eva Braun lived in in Bariloche. Interesting footnote about Bariloche, Eisenhower . . . Now this is out of the way, folks, I mean **Bariloche** out of the way in southern Argentina.

Bill: Keep it going.

Jeff: In Argentina, in 1960, in San Carlos de Bariloche, a visitor showed up. His name: Dwight David Eisenhower in 1960. What the hell did he go down there in the middle of nowhere for as beautiful as it was? And then who else went down there? Bill Clinton went down there. Who went down there this week? Barack Obama.

Why are they going to Bariloche? Tens of thousands of Germans went

down there in that area, set up an entire German mini-country, Bavarian villages. They guarded Hitler while he was there. For the last about eight years of his life, they had to move north because Bariloche became a tourist destination and became very popular, and the cover would have been blown.

He went north 500 kilometers to Cordoba where he passed on in 1962. It is said that the great lady, as they called her in the community down there, may have just died about five years ago – lived to be very old, nearly a hundred. Don't know, can't validate it, but that's the story. The book: *Hitler in Argentina* at Sharkhunters.com. I urge you to read it. I didn't mean to take up your time, Bill, but yes, thank you for that. He didn't die in the bunker, for god's sake.

Bill: I appreciate you giving the details on that, because it is . . . it's just . . . The whole situation of us having won World War II was then reversed.

Jeff: Correct. By the way, there's a memo in the book, Bill, for your own edification - you'll like this - from J. Edgar Hoover in 1947 where Hoover was told to knock it off. And he issued a memo, FBI wide, that said, “Under no circumstances is anyone to continue searching for Adolph Hitler in Argentina.” He was told to stop. And why did they let him go, some of you are saying? Again, I repeat – because of the technology. It was a trade-off.

Bill: Yes.

Jeff: Simple. Go ahead, Bill, please. We have about two to three minutes left – this visit.

Bill: Okay. I appreciate your covering that because people really need to read that. And then you get to Admiral Byrd's excursion down there. They were going to go down there and take care of the situation . . .

Jeff: Oh, yeah. *Operation Highjump* turned into Operation Disaster.

Bill: Yeah. That's what it was. It was a total disaster. But the Eisenhower situation brings up the other discussion by both Truman with different
, and then Eisenhower with another group and supposedly Nordic, but a lot of people are saying now that Eisenhower's people were, the extraterrestrials, were not Nordic.

Jeff: That could well be.

Bill: I've just got information . . .

Jeff: The one thing about Eisenhower, Bill, as you know, he really hated the German people.

Bill: Yes.

Jeff: He killed between one and two million German military men after

the war ended, for God's sakes. This man was a monster.

Bill: Yeah.

Jeff: When he went down there in 1960, Hitler and Braun had already moved north to Cordoba – about 1956. They were there ten years in Bariloche. So when Ike went there, he didn't go there to meet with Hitler. He went down there to look at the Germans, to learn what he could, I think, and, perhaps, there was an ET involvement there. It is also said, as we all know, Eisenhower met at least once with extraterrestrials in 1954, and maybe again in '56. But that's another story.

Bill: Yes. But it's important, really important.

Jeff: Okay. Bill, just wrap it up and then we're going to have you back here as soon as we can arrange it through the good graces of Frank. Thank you very much for sharing this – just phenomenal information. And the detail you present is really irrefutable. Do you have any W2 forms from the TRW days when they paid you? Hopefully, they paid you.

Bill: Somewhere.

Jeff: Yeah, yeah. I'm sure you must. Hey, listen, we'll talk again soon, Bill. Keep at it. Glad you're here. Hope you made the list. And we'll talk to you again soon.

Bill: Very good, sir. Nice to be here. I appreciate it.

Jeff: Thank you, Bill. Thank you. George Filer, closing comment.

George: Everything Bill says is very exciting and I know a little bit about von Braun and met some of the scientists, interestingly enough, and men in that program. It did exist. Matter of fact, they still keep all . . . a great deal of that information secret in our archives.

Jeff: Right. Exactly. Exactly. Frank Chille, thank you very much for arranging this. I'm standing by for the next one. Whenever you want to do it, let me know.

Frank: Well, he's got stories about time-travel capabilities and Jack Northrop buying an aircraft drydocks to build the kilometer-long ships that Bill designed. I mean he could go on another six hours.

Jeff: Well, we'll do it. You just let me know and I'll book it. Thank you, very much, Frank.

George: Thank you, Jeff.

Jeff: Terrific. Okay, well, wow!

Chapter 6
THIRTY QUESTIONS ABOUT ANTARCTICA AND THEIR ANSWERS
April 2016, answers April 17, 2017

This chapter is a record of the conversation Bill Tompkins had with Michael Salla on the noted date, in response to thirty questions Michael had given Bill earlier. The questions are shown below and are also interspersed among the resulting phone conversation that follows. Apparently, there was a shorter phone conversation preceding this one dealing with questions #1 and #2.

It is the editorial opinion that the content of this chapter captures many of the highlights about Antarctica that Bill was trying to reveal in the books he wanted to write, and for someone unfamiliar with the scope of William Mills Tompkins' other two books, captures the essence of the oft-unbelievable history we have lived through without knowing it.- Ed.

Questions for William Tompkins
(These questions were created by Michael Salla, Ph.D.)

1. Please describe your recollections of the Navy spies talking about Nazi bases in Antarctica and South America? What kind of things did they report?
2. When and how did the Nazis discover suitable locations in Antarctica to build bases?
3. Captain Albert Richter led the 1938/1939 Nazi Antarctica expedition, what do you know of his involvement in subsequent Nazi operations in Antarctica and the involvement in German Secret Societies establishing bases there?
4. What extraterrestrial assistance did the Nazi's receive in finding large caverns in Antarctica that they could use to build future bases?
5. There are maps showing directions for Nazi U-boat captains to navigate through underground waterways to reach hidden Antarctica bases. Do you know how such maps were developed and how genuine they are?

6. Admiral Karl Donitz bragged about building an impenetrable fortress in a remote region of the planet for Adolf Hitler, was he talking about Antarctica?

7. Who was ultimately in charge of the Antarctica bases, German Secret Societies or Nazi SS?

8. Did the Nazi's build their Antarctica bases on or near ancient ruins from a prior civilization?

9. What did the Navy spies have to say about the role of extraterrestrials in helping the Nazis learn the secrets of antigravity spacecraft, and assisting them in building bases in Antarctica?

10. What did the Navy operatives learn about Nazi missions to the Moon and Mars from their secret Antarctica bases?

11. When was the first German Moon Landing and their first Mars Landing?

12. Did the Nazis use the Haunebu or some other spacecraft for their journeys to the Moon and Mars?

13. Did the Nazis convert some of their submarines into prototype antigravity spacecraft? How did they achieve this?

14. Did the Navy operatives learn about Nazis development of time travel and/or teleportation technology for interstellar travel?

15. Did the Nazis develop age-regression technologies for their Antarctica space operations?

16. Allen Dulles was in Geneva and was negotiating with Nazi leaders over the terms of their surrender in 1944. What did the Navy operatives know about these secret negotiations, and what was finally agreed?

17. Rudolf Hess allegedly knew about the Nazi Secret Space Program. Did the Navy agents talk about Hess's secret flight to Britain on May 10, 1941, and what he wanted to negotiate with the British?

18. Why did the allies keep Rudolf Hess in Spandau prison until his death in 1987? Was it because he knew too much about the Nazi space programs in Antarctica?

19. What do you know of Maria Orsic and her

involvement with the Antarctica Nazi program?

20. You have said that the Nazis relocated 7 million people to Antarctica, including slave labor. Did the Navy learn about who was being taken as slaves?

21. What were the Operation Paperclip scientists doing in terms of maintaining communications with the Nazi bases in Antarctica?

22. You have previously spoken about Admiral Byrd being privately taken to Antarctica in 1945/1946 (the year before Operation High Jump) where he attempted to negotiate with Nazis there. Can you elaborate on what happened and why the negotiations failed?

23. Who briefed you about the disaster experienced by Operation Highjump where all the aircraft were destroyed, and several ships were sunk?

24. Did the Navy spies ever talk about the Nazis developing Directed Energy Weapons? If so, when was the first testing and use of these weapons, and were they used against Operation aircraft or ships?

25. Did Antarctica-based Nazi spacecraft fly over the US in the summer of 1952?

26. Did Antarctica based Nazi spacecraft land at Holloman Air Force base in February 1955 to meet with President Eisenhower?

27. Please describe how the U.S. military industrial complex was taken over by Nazi operatives after the agreements between the Antarctica based German group and the Eisenhower Administration?

28. Did Kurt Debus and Werner Von Braun know about the German Antarctica space program?

29. What U.S. aerospace or engineering companies to your knowledge worked most closely with the Antarctica based Germans?

30. What did the Nordic extraterrestrials do regarding the German Reptilian alliance out of Antarctica?

The answers to these questions came during a phone call on April 30,

2017, as noted below.

1. Please describe your recollections of the Navy spies talking about Nazi bases in Antarctica and South America? What kind of things did they report? (*We do not have a verbatim record of Bill's answer to the first two questions, but Dr. Wood found Bill's notes in his handwriting, as follows. Bill's written notes will be in* ***bold*** *for each question. – Bill's note:* ***They*** **were told that the South Pole was without ice (planet took a big hit from a space rock). They reported on everything, tunnels, caverns, hot regions, sand beaches to swim in.**

2. When and how did the Nazis discover suitable locations in Antarctica to build bases? *Bill's note:* **From the ET's that were there, and their plan to assist German secret societies.**

[Phone Ringing]
Michael: Hi, Bill.
William: Are we on again?
Michael: Yes. Now, we're good.
William: So, if I go too fast, I'll try to slow down.
Michael: Please.
William: So, we were still on— I think we were on 3.

(#3. Captain Albert Richter led the 1938/1939 Nazi Antarctica expedition, what do you know of his involvement in subsequent Nazi operations in Antarctica and the involvement in German Secret Societies establishing bases there?) *Bill's note:* **He was in.**

William: Richter was actually in on everything. So, this was essentially not something new. And they were supporting what essentially had been an extraterrestrial agenda working with the secret society as to implement the whole program. So, essentially, he was part of that. It wasn't something that like he had to go sell something. He was part of the program.

Michael: All right. Well, I guess we can go to #4 now. (#4 What extraterrestrial assistance did the Nazi's receive in finding large caverns in Antarctica that they could use to build future bases?) *Bill's note:* **They owned planet Earth, the Freemasons, and the Brotherhood. ETs had locations all over the Earth: tunnels and caverns.**

William: Once again, the extraterrestrials owned the whole operation.

This was their facility that they've had for years in cavern stone there. So, we didn't have to rent a cavern to— The Germans, they can just give it to 'em. It was part of their agenda. And essentially, they own planet Earth too. Now, again, we have to go back to not just the brotherhood, but the Freemasons again because they're the ones that are running the secret organizations.

Michael: The Freemasons are running the secret societies.

William: Yes. Now, I want to add to that if you don't mind. The Reptilians already knew where all the caverns were, and all the tunnels were. So, this, again, is nothing new to the Reptilians in giving instructions to the Germans and it sort of comes up a little later to where the good holes are underneath the water that go into tunnels because it's underneath the ocean's level. All of this was just handed over to 'em. They didn't have to do research. And Michael, this again goes back even further than when the investigators did a research on the planet. Right? The Germans did. That was an organized expedition, but the Germans already knew two years before that that the extraterrestrials were there. So, this again wasn't to do an investigation to look for different areas in Antarctica and all that. All the rest of the stuff. They already had this. And it's like you give me the plans, you give me the locations, you assist me because essentially, I am helping you through your secret organizations to accomplish my agendas.

Michael: So, the agreements between Hitler and the Reptilians happened like in 1937.

William: `36 and `37. Yeah.

Michael: I see.

William: So now, then that goes to 5. *(#5. There are maps showing directions for Nazi U-boat captains to navigate through underground waterways to reach hidden Antarctica bases. Do you know how such maps were developed and how genuine they are? Bill's note:* **Don't know. Admiral De Reale.** I'm not sure of a good answer for that, but I would have to say that the original Piri Reis drawings, OK, plans that didn't come up until later that these were made from— The admiral made the drawings from previous charts. So, the previous charts had to have been extraterrestrial having done the surveys of the planet eons ago. So, again, I can't answer specifically on that, but it relates to the knowledge that came about years later of the Piri Reis maps because the Turkish admiral that put together those maps, he didn't come up with those by himself. He didn't design them. He essentially copied charts, hand drawings of previously done work that could have been twenty years

earlier. It could have been 200 years. It could have been 2,000 years. But when you get to the Piri Reis maps, the admiral didn't make those himself but by surveys that the Turkish Navy did. Period. He made them from other charts and other drawings.

Michael: Yup. It makes sense.

William: Now, on 6, I'd have to say no. *(#6. Admiral Karl Donitz bragged about building an impenetrable fortress in a remote region of the planet for Adolf Hitler, was he talking about Antarctica?) Bill's note:* **No. South America and Argentina**. It's possible he could have gone to Antarctica, but the program for the secret facilities were in Argentina that he lived in. And he was there for years.

Michael: So, you would say that Donitz here was talking about Argentina that this is where the German Kriegsmarine had helped establish a safe haven for Hitler?

William: Yes. They dug into different areas in southern Argentina. And they found caves and they did find— They found other caves and they found small or what would be at that time they thought were small caverns. So, they built a massive almost city in Antarctica which then was like top secret and Hitler, and Eva, and the rest of them flew down there. There was sort of a rumor at least that the operatives had that Hitler did fly to Antarctica, but nobody can prove that. And if he did go there, he would have only been there for a very short time 'cause this other utopian facility was built for him over there.

Michael: So basically, the Navy operatives, they learned that this facility, this impregnable fortress was built in southern Argentina.

William: Yes.

Michael: Well, that's good to know.

William: On that #7, you want to know who is running it. *(#7 Who was ultimately in charge of the Antarctica bases, German Secret Societies or Nazi SS?) Bill's note:* **Freemasons, VRIL and the Brotherhood.** It's essentially the German secret societies, which then goes back to the brotherhood and Freemasons.

Michael: I see.

William: And a lot of others below that. The federal group— I mean, there's probably a dozen of 'em that were in Germany. But again, it goes

above the brotherhood because they're taking directions from the Freemasons. Wow. I mean, this one is really hard to accept. And oh, just one separate one. They wanted me to talk about…they want to me to talk about the Freemasons and I've been trying to get a hold of him, and his phone has been— It's loaded up. And so, I couldn't get him, but I don't want to get into the details of that. And this is something that we need to do and the four of us, the separate group, that I didn't get together with you on a couple days ago. This is a really scary thing, and we need to understand what's going on, but we don't necessarily— I don't feel that we wanted to go into it publicly. I need to get together with you guys and reveal that by talk. OK?

William: I know it's a separate issue, but the Freemason thing is staggering. There could be one hundred books written on it.

Michael: Oh yeah. Yeah. Well, it's good that you can share what you know.

William: All of this is just what I was exposed to. OK? And then #9 —

Michael: #8. We didn't do that. *(#8. Did the Nazi's build their Antarctica bases on or near ancient ruins from a prior civilization?) Bill's note:* **No.**

William: All right. Absolutely no.

Michael: Oh. So, there was no ancient civilization or ruins near the bases where the—

William: That facility, which they were exposed to. Now, it could have been in that region, but it was not part of the regular program that the operatives found. OK? So, separately, I'm sure that later, they did find these, but my understanding was that it was nowhere near that. OK?

Michael: So, if I'm to paraphrase it, it's just that that the Nazis were given these caverns in Antarctica by the Reptilians. But at that time, there was no other ancient ruins or civilizations near the Nazi bases.

William: Near the bases. Yes. OK?

Michael: I guess you've already answered that essentially.

William: Yeah.

Michael: Yeah. So, that that's pretty clear.

William: Yeah.

Michael: So, #10. (#9, #10. What did the Navy spies have to say about the role of extraterrestrials in helping the Nazis learn the secrets of antigravity spacecraft, and assisting them in building bases in Antarctica? Bill's note:

They didn’t believe it, but they accepted it. #10. What did the Navy operatives learn about Nazi missions to the Moon and Mars from their secret Antarctica bases? Bill’s note: **They learned all.**

William: All right. And on #10, one must be sitting down to take #10, OK, because virtually everything, was unbelievable. Everything. Like nothing’s covered up. And this is staggering to these young operatives. Many of them were Lieutenant JGs. And they're getting exposed to things that is so totally new and unbelievable. But everything that they brought back, it was new. It made the situation even more difficult for ‘em. They have to come back and find more stuff, more people, more organizations. The staggering size of the whole effort, it’s unreal.

Michael: So, basically, they were just going the full hog putting spacecraft up there, you know, launching missions to the Moon, to Mars and wherever.

William: Yes. Everything. #11, you want to know when did the Mars missions landings occurred. *(#11. When was the first German Moon Landing and their first Mars Landing?) (#12. Did the Nazis use the Haunebu or some other spacecraft for their journeys to the Moon and Mars?) Bill’s note:* **The V-2 and the V-3 T-9 vehicles and programs. The A-10 was like Apollo 5.**

Michael: Yes.

William: I can't give you that because I really don't know when. My numbers would say that most of these took place before the end of the war. OK? Because the first one that went to Mars and this is correct, it wasn’t clear on the level the operatives learned of the cause, but the vehicle crashed, and they all got killed on their first attempt. And they crashed on the Moon. The details of whether they had navigation problems or all the other stuff, I don't know. Specifically, they lost everybody on that first one.

Michael: The information I got was that the first successful Moon landing was in August of 1942.

William: This is before that. This is before that.
So, you're probably right using the word successful. OK?

Michael: All right.

William: All right. Now, the first attempts and the planning for the Moon and the Mars program were to use— You know the V2 program?

Michael: Yeah.

William: There's another program after that which was called the A

Series. This went from three to nine to ten vehicles. These are German. Their latter vehicles were close to what was essentially Saturn 2 to 3 before Saturn 5. They were vehicles like that. But at the same time, they have been attempting to put together the programs for antigravitational. And as they had more problems again with the old liquid oxygen system, it delayed the program, but then the first mentions were using antigravitational propulsions.

Michael: I see. So, basically antigravity technology was easier to master than liquid propulsion rocket technology.

William: Yeah. And because just the amount of fuel you need. OK? If there's any other way to do it, they were going to try. And so, they spent a great deal of time getting themselves into the whole electromagnetic antigravitation. But they learned a lot with the A Series rockets. Not just the V2 type.

Michael: Right.

William: 13. *(#13. Did the Nazis convert some of their submarines into prototype antigravity spacecraft? How did they achieve this?) Bill's note:* **No, but Paperclip gave it to Northrop, Electric Boat and GE.**

It's a no with a but. OK? Paperclip gave to Northrop and GE. Now, Westinghouse was in it, but not to that extent. So, essentially, it would really be Northrop. And later, both Northrop and Boeing were involved and still later Northrop and Lockheed. Yeah.

Michael: You mean, was the General Dynamics part of this? Did they get this as well? The General Dynamics.

William: General Dynamics was the head of the boat program. Submarines. Hitler submarines. So, to utilize the submarines as a space vehicle became very obvious 'cause you need everything that's used on the submarine if you're going to operate out in space if you have enough propulsion. So, essentially, the submarine part, Electric Boat Company, which is General Dynamics.

Michael: I see.

William: That was the type, but essentially no. OK? Now, on 14, that's a yes. *(#14. Did the Navy operatives learn about Nazis development of time travel and/or teleportation technology for interstellar travel?) Bill's note:* **Yes, the Admiral was briefed.**

Michael: Just before we go to 14, Bill, I just wanted to make sure. So,

essentially then, the Nazi or the German program out of Antarctica, they didn't use any converted submarines at all. They just used the antigravity prototypes that the reptilians gave them or that they had found.

William: Yeah. And most of it was given to them. And yes, they did research, but if some guy hands you a brand spanking new one, you're really going to take that stuff and study it.

Michael: Right. Right. I see.

William: And Paperclip came along really later and then the Northrop guys got into it. And then of course, General Dynamics was like you would call a consultant using a sealed vehicle concept design.

Michael: I see.

William: But they were not the principals. OK?

Michael: So, basically, the idea of developing or using converted nuclear submarines, yeah, that was done for the first time by the Navy.

William: Yes.

Michael: That makes sense.

William: Actually, #15 is a yes and a no because it's given to them, the vehicles, and the research. *(#15. Did the Nazis develop age-regression technologies for their Antarctica space operations?) Bill's note:* **Yes and no; it was given to them for research.** This is what made the tremendous difference, Michael, between what the operatives brought back and then the admiral. We put again their proposals and then we see these and the adversities. So, we're like starting from scratch and from paper. But the Germans got completed vehicles and essentially are understanding the system. The research to understand the systems and the research to understand the training required for the military to operate them. OK? You know, there's an awful lot there too, but it was totally different from what United States got. I mean, yes, the operatives brought back fantastic information, but they didn't bring back a 300-foot UFO and say, "Hey, you guys play with this one."

Michael: I see.

William: I'm not trying to bring down what Admiral Rick Obatta was doing, but I'm trying to say that these are totally different methods of developing something new. Of course, the equipment, heavy business equipment, all of the operations for everything on the extraterrestrial vehicles, on the cigars, on the delta-shaped, the rectangular-shaped vehicles, UFO

circular vehicle, they had all these different kinds of vehicles. And all of this is old stuff engineering-wise to Reptilians because they've been using these for eons. And it's old stuff to them. So, what the operatives brought back is a lot of drawing and sketches, a few manuals, and photographs, and then written descriptions of what they thought that particular system was.

Michael: I see. And so, these different systems or technologies, they involve the whole gamut, you know, whether we're talking time travel, teleportation, age regression.

William: Everything. Everything. It's like you and I are down there at that time and then having everything given to us that we know nothing about. It's fantastic, Michael. This is a totally different life. And the magnitude of this, I don't think people are understanding it. Michael, I really don't. I don't think a lot of people studying this have any feel for the magnitude of what you're trying to describe. OK? It's unreal because, Michael, everything was different.

Michael: So, for question 15 then, so the operatives learned that the German space program had these age regression technologies that we're using so they could reverse aging even then in the `40s.

William: Yes.

Michael: Wow.

William: The extended life program was— I think that was again old stuff to the Reptilians. And it's interesting when we ask the last question in here. OK? #16. *(#16. Allen Dulles was in Geneva and was negotiating with Nazi leaders over the terms of their surrender in 1944. What did the Navy operatives know about these secret negotiations, and what was finally agreed?)* This is another one that is kind of asking 4-5 questions. Some of the operatives were not aware of this. Others were. And that's about the only way that I can say that because, one, the admiral corrected the operative and he said, "No, sir, I did not know that. I was not aware of that." And he said, "Well now, you've been doing so and so." And then he'd come back and again "Yes, but I was not aware of that, sir." So, I would have to say that at that early point because these are things in `43 and `44— But in the early years of this, if you were to ask that question, those fellows would not have known.

Michael: I see. But Admiral Botta, he knew that Allen Dulles was doing the deals with the Nazi SS.

William: No question. He had to. Yeah.

Michael: I see.

#17. Rudolf Hess allegedly knew about the Nazi Secret Space Program. Did the Navy agents talk about Hess's secret flight to Britain on May 10, 1941, and what he wanted to negotiate with the British? **Brotherhood.**

William: Now, when we get into Rudolf Hess, some of these— Like that name was not a common name that the operatives used. What I'm trying to say is that there were events, all kinds of events, Michael, that were taking place that some of the operatives, they're in underground laboratories inside mountains. And they don't hear everything. This is sort of— If you can visualize different operatives in different locations, there are occupied countries too around Germany. They're studying whatever they're into. And they're not aware of some of the politics that's going on. OK? But this goes back to essentially the brotherhood and that's a big deal. In this place, it's like a political part of this. So, I don't know the truth, but I would say most of the operatives were not aware of that because this a brotherhood item. Does that make sense?

Michael: So, like this trip by Rudolf Hess to Britain in 1941, that was all part of the brotherhood going to do some deal between themselves and this was outside of the operative's pay grade basically.

William: Yes.

Michael: That makes sense.

William: (*#18. Why did the allies keep Rudolf Hess in Spandau prison until his death in 1987? Was it because he knew too much about the Nazi space programs in Antarctica?) Bill's note:* **Yes.** Now, when we get to 18, we get sort of a similar thing except it's more on the yes side than it's to the wrong side, the no side, because it's sort of like a similar thing. Let me put it this way. What some of the operatives heard where they're in Germany for the occupied laboratory countries. They don't hear anything about other facilities. They have no knowledge about what's taking place on other facilities or who's in charge of what. They don't know that because, really, that's not their primary mission. So, anything that would be involved in the hierarchy if you want to call it that, the top guys, they may not even be knowledgeable, but they also could be— So, I'm saying it's probably yes, but I would say really most of them would not know.

Michael: Did you know about that? Was this something Admiral

Botta ever talked about, you know, why did Rudolf Hess do this mission and why he spent forty years in Spandau?

William: I did not hear that, but the— Let me get this straight. There's a word for it and I can't remember the word. The BS that floats around, there's another word for it. Anyway, this was obvious. OK? But to have a specific yes statement, I have to say I don't know.

Michael: Fair enough.

William: I would say that, yes, it would be the correct thing to say.

Michael: (*#19. What do you know of Maria Orsic and her involvement with the Antarctica Nazi program?) Bill's note:* **The Nordic support of UFO's as space transports was an entirely different than the SS one.**

William: Now, when we get to #19, I have a great big box. I made a drawing of the box. A real big box. OK? Now, in your office there, this box coming from the door, OK, it's about thirty feet long, it's at least 20-foot high and 20-foot wide. Full of stuff. OK? Wow. All about that blonde. OK? All about that blue-eyed blonde. Wow.

Michael: Did you get the dimensions on that box?

William: I did. I did. Yeah. Yeah, yeah, yeah.
These are big files. A big box. A lot of pictures too. Sometimes she doesn't have any clothes on.

Michael: All right.

William: OK? Wow.

Michael: But she was there? She was there in Antarctica and she was very prominent.

William: Yes. Very definitely. And she had two other girls who she knew from when they were just kids. So, the three of them were sort of the principals of initiating all this effort in the 1,442 whatever people involved in that first bulk. Those were like hundreds and hundreds of people that were brought into this thing later and developing all this, but none of them to my knowledge went to Antarctica like the pretty girls did. So, it's a massive amount of information. Space transports. Different programs. Her involvement with the SS, Michael, she started it, OK, because the Nordics gave her the information originally and this like a year ago before anything was picked up with the SS. There were two separate programs going. Hers and the SS. And then when the SS finds out about her and everything that she's getting and doing, they confiscated everything that she had and all the

people that were working for her, with her. And then somebody got smart over there on the SS side and said, “Hey, this is the second group of extraterrestrials, not just the Nordics, the reptilians that are helping us, but we got Nordics too.” So, they gave everything back to her. OK? She was allowed, Michael, to— She didn’t want anything to be military. And of course, the only thing the SS wanted, The Third Reich, well, was all military, but here were two separate areas found out about. And so, essentially, they gave everything back to her and her people, the 1,400, and let them operate independently, Michael.

Michael: That’s in Germany. So, in Germany.

William: In Germany. This gave Hitler and the Third Reich— They let her group go do this thing, and develop vehicles, build UFOs, build cigar-shaped transports. Let them go ahead and do all of this. OK? Wow. Just let them go do it.

Michael: So, when did Orsic eventually go to Antarctica? Did she go to Antarctica at the very early, beginning like in `40, `41?

William: ‘39, `40, `41.

Michael: So, she went essentially with Richter or soon after?

William: This gets to one of the later questions. *(#20. You have said that the Nazis relocated 7 million people to Antarctica,* **(***Bill’s note:* **Yes)** *including slave labor. Did the Navy learn about who was being taken as slaves? Bill’s note:* **Manufacturing personnel.** *(#21) What were the Operation Paperclip scientists doing in terms of maintaining communications with the Nazi bases in Antarctica? Bill’s note:* **Everything!**

OK? OK, on the #20 where the 7 million people in Antarctica, it was then twice that, Michael. The reason is that was before the war stopped— We didn’t win, but the war stopped. OK? The Germans were already developing the capability to operate out in space. Go into the Moon. Go into Mars and with the plans to go out into the galaxy. And so, what took place was that everybody that was on the program whether it was in Maria’s side or whether it was the SS, the information eventually gets all to the German side, not hers, and gets into manufacturing. So, if you can visualize a dozen different classes of naval-type spaceships being built in production facilities in ground, not underground, but in ground mountains all over Germany and then in the occupied countries, massive numbers of these different extraterrestrial vehicles reengineered and modified to our capability or their capabilities to

building it and then learning how to fly to join the Reptilian Navy's mission out in the galaxy. So now, you've got thousands of machinists and thousands of production people building different parts of these extraterrestrial vehicles. And these are inside of mountains in deep production facilities like aerospace companies. And these people were all stopped from working. They were put on to large submarines, all these workers who were slaves, and taken to Antarctica. And along with them, every drilling machine, every blade, every saw, every kind of manufacturing equipment necessary to build these things was picked up in one stop and taken out of Germany or out of the other countries and taken to Antarctica. So, eighty to ninety percent of this was gone a year before the war stopped.

Michael: Wow. That's amazing.

William: And so, who it was that said to do that, what year they decided to do it, but that's a massive, massive program. I mean, it's unreal. OK? And so, this thing of using slave labor, which comes years later even with the North American building a mining operation on the Moon and on asteroids, OK, and then that commercial drive comes. They're using slaves. It's U.S. I guess they want to make money. Slavery was a standard used by the reptilians, not the Nordics. OK? Michael, these were two major different philosophies. Completely. And they sort of came together on our little planet. And I'm sure they have come together on thousands of other planets.

Michael: Right. Bill, did the operatives ever talk about the German companies that were leading the production in Antarctica? Were the companies like Krupp, and IG Farben, Messerschmitt? You know? Do you remember?

William: Just keep naming them, Michael. Name every single one of them. OK?

Michael: I see. So basically, all the major German aerospace companies.

William: Manufacturing.

Michael: They took everything over to Antarctica at a certain point before the war's end.

William: Yes. And that included everything medical. OK? Everything in a hospital. Everything in research. Everything in drugs. All that stuff went down there into Antarctica. And so, when the war stopped and we got Paperclip, that was only part of what had originally been operating a year before in Germany. We did get Debus and Von Braun, who were two

principals, but the Russians got a lot of ‘em too. For every guy we got, the Russians got 20.

Michael: But still, I mean, that was only like ten to twenty percent of what was left altogether. Because if they took eighty to ninety percent to Antarctica, that meant the Americans and the Russians were splitting the leftover.

William: You’re splitting the leftover. Now, the way that it was accepted in Rick Botta’s reports, OK, that Paperclip itself was the leftovers.

Actually, operatives talked about specific different German people heading up programs. Just they’ve flew these names off this ledger. You couldn’t believe it. On different programs. Even on the medical research side. It went to Russia. And so, like a 20:1 or something ratio. We got good ones, but the best ones went to Antarctica and to support programs. OK? And to hear the operatives make these different statements and then get upset because so and so— He’s already gone. They’ve left. You don’t seem to understand it, sir, trying to explain this to the admiral. And the Admiral still thought that so and so was still operating in Germany and that the operatives is— He’s telling his boss, “You are wrong, sir. He’s down there.” And to hear the remarks that the operatives would say and then try to cover up for being too blunt towards the admiral, you have to have listened to some of that to get a feel for the poor operative trying to explain something to the boss, but the boss has no feel for even understanding because actually the operative doesn’t understand what he’s trying to explain. And this was a real big problem with I would say fifty to sixty percent of the people that I took packages to because of all the letters that came back to us, OK, over that four-year period like from Lockheed, or from Douglas, or from MIT because we didn’t give them enough. They wanted more information, but we didn’t have it. If you were me and you gave me one of these packages and I’m over at Caltech and I got no idea what you’re talking about, young man, OK, what are you referring to? Where is your documents to support what you’re telling me? And you can’t explain it to me because you don’t know. You just have this much information. You don’t have a manual. In some cases, the stuff is in hieroglyphics and I’m supposed to figure that out. My company? I’m not trying to make a big deal, but this was hard stuff to do, Michael. And some of the companies, some of the universities didn’t want to do this. Other people in a university that was in the book that I presented it to jumped on this and

just come unglued wanting to run everything because their minds were open to the potentials of where this could go. Other people, even though they brought in the top people at each one of these organizations that the admiral had me go to, OK, at least half of the time there was resistance on their part to accept a contract to do this because I'm not giving them sufficient information. To try to explain this to some people, they don't even believe you. You're giving me a contract to study and figure out what this thing is and then build one, but you never gave me any manuals. You never gave me any documents and what is this? You're not giving me a brand shiny new part. OK? And so, that was hard to do.

Michael: Love it.

William: Where are we?

Michael: So, with the Operation Paperclip scientist in the United States, were they just maintaining their lines of communication with the Nazi bases in Antarctica?

William: Yes.

Michael: So, they became like fifth columnists in the end.

William: Yes.

Michael: Yeah. That makes sense. But some were good guys like you felt because Debus was a good guy, but he was still kind of talking with the Antarctic Germans.

William: Yes.

Michael: Do you think Debus was just given free reign, but he had to steer the American program towards rocket propulsion and away from antigravity? Was that what Debus had to do, but he still tried to make the rocket technologies work, but it was like he had one hand tied behind his back?

William: Well, because the biggest problem with Rocketdyne who were the people that really did all that was the amount of fuel required and like this— They have been doing liquid oxygen, liquid hydrogen rocket propulsion for eons in Germany and it's old stuff to them. They already know of the problems and they're in the position where they tried to get into the A vehicle types, which were similar to Apollo smaller vehicles and even to the extent of a larger than Apollo. OK? But that still had the problem of where do you put the fuel? And so, parallel with that, you get everybody that you can think of working on different ways of antigravitational electromagnetic propulsions hoping that the breakthrough will come in because you don't

understand the documents that are given to you by the reptilians. You don't understand that either. And so, the first thing they were doing was taking what they knew using rocket kind of propulsion and attempting to figure out how to handle electromagnetic. It's almost a dual program at the same time.

Michael: I see. And that was across the board even with Debus and NASA that they were developing the rocket technologies, but on the side was still trying to understand how antigravity would work?

William: The packages on different propulsion methods that the operatives brought back. Obviously, the first place they went was the rocket propulsion people.

But they also gave Lockheed the copies of propulsion too hoping that they would take a different approach and try to figure it out earlier. Actually, there were propulsion documents that were given to Douglas and to Northrop over at the Douglas plant in El Segundo. So, everybody got some propulsion documents, but their specifics were maybe communication or some other part of it, but they didn't just give it to Rocketdyne, which is North American again. And even North American didn't use electromagnetic in the space shuttle. They still used the old Rocketdyne propulsion, which they did develop, and they had larger vehicles for other space missions. We're at 22. Where are we?

Michael: Yeah. 22. *(#22. You have previously spoken about Admiral Byrd being privately taken to Antarctica in 1945/1946 (the year before Operation High Jump) where he attempted to negotiate with Nazis there. Can you elaborate on what happened and why the negotiations failed?) Bill's note:* **He had nothing to bargain with.**

William: Basically, it's kind of simple. He didn't have anything to bargain with. OK? When they went down there, when he attempted to negotiate if you want to say that, you know, he's got a fleet with nothing in it. He didn't have any power at all. And so, it's nothing more than an attempt at something that you know was not going to work. He had no bargaining.

Michael: Right.

William: And if you were in the same spot, I think you'd fall flat.

Michael: Right.

William: Then he gets blamed for all kinds of stuff. OK?

Michael: Did Byrd travel to southern Argentina where Hitler was, or did he go down to Antarctica where the German secret societies were, or did

he do both?

William: He did both, but it's real strange. When you talk about this, it's just the South Pole. The word "Antarctica" was never used. Hardly ever used. Everything is just the South Pole.

Michael: I see.

William: Geologists knew what the word meant, but from an engineering standpoint it was just the South Pole. So, he had no horsepower essentially. *(#23. Who briefed you about the disaster experienced by Operation Highjump where all the aircraft were destroyed, and several ships were sunk?) Bill's note:* **A two-star admiral.** Now, on 23, I would say a two-star is the answer. It could have been a three or a four, but I know of a two-star that was involved in that.

Michael: And this is back in that period? We're talking like in the 1940s when you wrote Given This Briefing? Was this later?

William: This is later. Much later.

Michael: Since you didn't know about what really happened with Operation Highjump until much later.

William: The version of that I would have to say there was at least 7 or 8 versions. And some of them tried to make it a successful mission. Others making it just utterly ridiculous. Don't even do that. Like not wanting the Navy to do that. And remember the guy that actually headed that was not Byrd but is the one four-star and the #1 guy in the Navy that ran this whole thing; it was really just essentially to cover up everything. Don't even talk about it. It was amazing.

William: Now, there was another one I don't remember whether it was maybe further down. But, when it comes up, I'll find it.

Michael: #24, directed energy weapons. *(#24. Did the Navy spies ever talk about the Nazis developing Directed Energy Weapons? Bill's note:* **Yes, and antigravity.** *If so, when was the first testing and use of these weapons, and were they used against Operation Highjump aircraft or ships?) Bill's note:* **No.**

William: Yeah. That's definitely yes.

Michael: I just came across a document saying that IG Farben was actually experimenting with directed energy weapons in the `40s. Was Farben probably the one that was developing the technology that the reptilians had shown them?

William: I think that you have to say he's one of because, remember, there were dozens of people that got the same information and then were supposed to run with the ball.

Michael: I see.

William: You even had different research companies involved.

Michael: Wow. Amazing. So, the German scientists and companies that were doing the same thing as our guys were doing when you gave the briefing package, they were trying to make sense of it.

William: Yes.

Michael: Fair enough.

William: #25, it's of course a yes. *(#25. Did Antarctica-based Nazi spacecraft fly over the US in the summer of 1952?) Bill's note:* **Yes.** Some had the swastika on them, and some had the German cross, but they were all extraterrestrial type vehicles which the Germans had re-engineered, reversed, whatever and were putting it in production. So, those vehicles were not powered by extraterrestrials or extraterrestrial vehicles. These were German vehicles that had been given to Germany by the Reptilians, but these were production vehicles out of the production facilities in Antarctica.

William: And I have to say on #26 that's a yes also. *(#26 Did Antarctica based Nazi spacecraft land at Holloman Air Force base in February 1955 to meet with President Eisenhower?) Bill's note:* **Yes.** Essentially, Eisenhower accepted like a defeat in the war without it actually being that. There was really nothing he could do like it's really a one-sided situation.

Michael: So, basically, it was a negotiated surrender.

William: Yeah. Like he lost that war. He surrendered.

Michael: Wow. It's amazing.

William: And do not talk about all this stuff in front of the kids, you know.

Michael: Yeah.

William: Wow. When are we going to learn here that things were different out there in space? Douglas was not really taken over like the three other aircraft companies were because Douglas had a German guy, a German scientist/engineer, who had been working at Douglas since 1934, I guess. And so, he had come over and he was not part of the Nazi party or any of that political stuff at all, but he was a brilliant scientist. And so, he got the

package too, but he wasn't like this under the table type of thing that everybody else got. Some of the companies got one or two top German people into the company. Others got twenty into the company and virtually every organization in the company. Even *Who?* advertised it. Crazy. Not just scientists. Weird. And there wasn't like a 160 of these fellows that came over. These are like thousands and thousands and thousands of 'em. And not necessarily the best, but rather were brilliant. So, virtually, every company that handles any kind of Army, Navy, aircraft kind of group and medical got loaded with Germans. And some of them could hardly speak English, but they came in anyway and they physically turned over everything in the advance design areas. And so, yeah, it was takeover of your country's aerospace.

Michael: So, basically, the agreement that Eisenhower reached basically was that these Operation Paperclip scientists would be allowed to get to the top of the U.S. military industrial complex.

William: The top. Yes, sir.

Michael:

William: And that included the money. Financial. Back again to the brotherhood and Freemasons, sir. Don't forget to put them in there. Wow. We have no idea, Michael, —

Michael: Wow. Yeah.

William: who we're playing with, sir.

Michael: 27 to 28. Right. *(#27. Please describe how the U.S. military industrial complex was taken over by Nazi operatives after the agreements between the Antarctica based German group and the Eisenhower Administration? Bill's note:* **In future infiltration** *#28. Did Kurt Debus and Werner Von Braun know about the German Antarctica space program?) Bill's note:* **Yes**

William: 28, of course, that's a yes.

Michael: Yes. Yeah. I think you've answered that.

29. *What U.S. aerospace or engineering companies to your knowledge worked most closely with the Antarctica based Germans? Bill's note:* ***Northrop and Lockheed.***

William: That's Northrop and Lockheed.

Michael: Northrop and Lockheed.

William: Yeah. Boeing was in there a little bit, but Northrop was

heavy. That goes back to the two purchases by Northrop again where they borrowed a whole bunch of money and they bought TRW, the #1 space think tank on the planet. And then they go back to Virginia and they buy a Navy ship building company. Wow. Holy cats. They did that too. Yup. And then they get all of the Northrop engineers to climb all over for six months to figure out how to build kilometer-long spacecraft carriers and then they go build ‘em.

Michael: But Northrop and Lockheed, they were building these spacecraft carriers for whom? For everyone like for the Navy or for the Germans in Antarctica?

William: That has to be both, Michael, because we send a whole bunch of people down there from commercial companies here. And we have programs that we’re supposed to engineer and design. And then we have our own people back here who try to figure out “How can we take advantage of what we learned down there to help us make money here?” And so, then you’ll ask the question, “OK, we can make money here from what we learned down there and then also there may be something that we could do commercially out there.” And now, we have to go back to North American and forget about the question you just asked, which was Northrop and Lockheed because under the table North American has got another thing that they’re going to go do. And yes, Lockheed got involved in that and Northrop too, but North American, changing their name, ran with that ball and that was that chart that we were looking at the other day in our meeting, but that’s only one of the commercial operations out there that now everybody’s involved in. You get to the last one.

Michael: Yup.

30. What did the Nordic extraterrestrials do regarding the German Reptilian alliance out of Antarctica? *Bill’s note:* ***They brought Jessica in.***

William: Essentially, they brought just Jessica in. Now, if you can’t laugh at that part, we don’t understand what’s going on here.

Michael: Right. So, they can’t provide that information.

William: Yeah. They have their agendas. Like who’s Jessica? What’s that all about?

Michael: Yeah. Well, she looked a lot like Maria Orsic, didn’t she?

William: She deservingly did. Had to be a cousin. And you and I have other cousins out there, sir.

Michael: Do you think Maria Orsic was a Nordic herself? Born and raised or just dropped off as a baby in some— you know, she was dropped as a baby and then as she grew up, she just kind of knew this stuff and may just —

William: I've heard the same thing. I have to say that that was not what was originally thought, but it's possible that that could really be true. Because we got thousands of 'em here now. They're shopping in the malls. They bike at freeways. Come on. And again, people don't believe that extraterrestrials can make themselves look like us. Wow.

Michael: Right. Right.

William: Now, I'm sure you had other questions that you wanted to get answered, but I hope this helps you a little bit—

Michael: It does.

William: …even if it's different than what you've learned. Maybe this is coming from a different place. And so, I can be wrong, but this is— I'm trying to say from what I was exposed to. To me, it's the tip of the iceberg and what you really need so much more. We really need to get into this and quit fooling around with it. And the level of the insight of the secret organizations, planet-wise, is so staggering that it's literally controlling everything on the planet, and it's been controlling everything on the planet for hundreds of thousands of years. Not just at 6,000 years. And that we really have billions of people who have been controlling us and control our minds. If you go back to the TRW number, even though I know you're going to say again "well, OK, it was 35% or it was 50%", but if you go back to TRW's own final numbers, we were only using 2.3% of our brain and that we have a fantastic brain, which has unbelievable capabilities, but we're not using it because we're still *[Inaudible]* And nobody wants to believe that, Michael. But hey, I'm sorry. This is really what's going on. And the more that people can understand this and realize that our minds are controlled, let's fix that. What can we do to fix that? What's the procedure? How do we handle this? Let's get involved. You can make money talking about extraterrestrials. You can make money by writing books. You can make money by talking in comparative places all over the plant, but you're going to have to fix this thing or you're going to go down the tubes. The planet is going to go down the tubes because we kept too many people not using their brain. Wow.

Michael: So true.

William: This is no joke, Michael. This is real. And I don't know how to say it, but, boy, we got a problem. If you had been at TRW in any of the labs, the ones that were working on the mind control thing— In some labs, it was a joke. You people, you're out of your minds. What do you say? That wasn't controlling my mind. I bet I heard that a thousand times and 40% TRW, from top level people. But then the guys that were doing this study, they knew darn well that was what was going on. But we couldn't get the other lab directors to believe it. And it was inside of TRW.

Michael: Yeah. Amazing, Bill.

William: It is amazing. Really.

Michael: Yeah. Well, Bill, you know, I have to thank you for just spending all this time to go through this material with me. All those questions. That's great.

Chapter 7
4 May 2016

Jeff Rense: Okay. These two hours are going to be just fascinating. We get to spend it with . . . this two-hour session, with William Tompkins. And, of course, with Bill will be (Maj.) George Filer and Frank. Bill?

Bill: Yeah, I'm here.

Jeff: If you recall, Bill, where were we last time when we left off in the narrative and where would you like to pick it up?

Hitler and the Reptilians

Bill: Well, we sort of left off, in the middle really, and if we could, I'd like to go back to like 1942. If we could start there.

Jeff: Okay. Yeah.

Bill: There's a situation which I think is hard for people to realize and that is that when the Reptilians made their agreement with Hitler and the SS, it was entirely different from anything else on the planet, when Hitler made the agreement to accept the assistance of the Reptilians.

Jeff: I just want to make sure everyone is up to speed. We're talking about a visiting race of intelligent, very intelligent life that are commonly referred to as the Reptilians. Okay. Go ahead.

Bill: Now, that put Germany into a totally different country. Now, the German people, of course, weren't allowed to even know that this extraterrestrial assistance had been given to the SS. Now, when I said "given", they were actually given the hardware. They weren't given a book to tell you how to operate a UFO. They were given the UFOs, not just one class, but seven or eight different classes and types - even large cigar-shaped space vehicles.

Now, the point here is that this meant that the Germans were totally more advanced and capable of learning how to operate these vehicles, and then go out in space with the Reptilian naval groups, and operate with them in the galaxy, essentially doing there what Germany was going to do to this planet, which was essentially to take out the people they didn't want on the planet and, make the rest of them their slaves.

But the big difference here is that when we got involved in it, it's like when I was working for Admiral Rico Botta in 1942, and he had these twenty-nine top Navy operatives, spies, in Germany. And they had been there at least a year before I got into it. They came back as quickly as they could as they got new information.

Jeff: Now this was an amazing penetration that American intelligence was able to somehow get, obviously men who were fluent in German, and got credentials and papers to get them somehow placed in positions of extreme importance in the Third Reich.

Bill: They were Naval operatives – Naval spies. And these fellas were brilliant. They got into most of the areas in Germany and occupied countries.

They found out about all of these things that were going to take place; where Germany then would have UFOs with speeds capable of . . . close to the speed of light. They had weapons which were so advanced there was nothing that we had here in the United States . . . had any idea of it. The Germans quickly got themselves *(in a position to)* put these vehicles in production. And unlike the United States, we had to take the information that the Navy operatives gave us, disseminate it to all of the top-secret organizations in the United States – Navy facilities, universities, Cal-Tech, JPL, all of Lockheed, Douglas, Boeing. Everybody got packages.

But our position was totally different from that of the Germans. Several years went by before two UFOs that crashed and that we could look at them.

Jeff: Yeah, 1947.

Bill: That's right. And so it's extremely interesting that we had to try to reverse engineer everything in those UFOs that were crashed. This took us years.

Jeff: Yeah, the Germans didn't have that obstacle. But there are, obviously, people out there right now that are saying, “What the heck? If they had this technology, how did they lose the war?”

Bill: Okay. That's an extremely good question. The easiest way to answer it is that they actually did not lose the war. We didn't win the war. What happened was the Germans were contacted by all of the U.S. Navy and all of the military intelligence groups in the United States. We went in and made arrangements to take a substantial number of German scientists and bring them to the United States. It was called the Paperclip Project.

Jeff: Yes, thousands of them. Yeah, there were lots of them.

Bill: It wasn't like there were six or seven of them. Like you said, there were hundreds and hundreds and hundreds. Now, these Germans, then were assigned to NASA. They essentially made up 80~90% of NASA [leadership]. But that was just the first stop.

They continued to distribute out to every top U.S. bio-medical and systems corporations that were in aerospace. They then worked in these companies, and they worked to the extent that they took over the financial control of these companies. And, of course, the Bilderberg Group and the Trilateral Commission were all involved in this.

But the point is that Germany had, four years before they lost the war, and

they decided that, in order to maximize this tremendous opportunity that was given to them to have all of these advanced space systems, to move into Antarctica. At that particular time, the Reptilians – extraterrestrials - had three large caverns under the ground, under the ice, in Antarctica, and two small ones.

And so they gave the two small ones to the SS and made arrangements for the Germans to design and build massive submarines as transports. They had no torpedoes on board. They were just large transports.

Bill: And they started moving the top UFO construction, because Germany went into the construction of these various types of UFOs that were given to them. They started doing this four years before the war ended.

Jeff: Really?

Bill: So they had a massive number of slaves – slave labor – that they moved down there too. And the families for all of the German SS went down there with them.

Jeff: Well, these caverns . . . now I have footage of the original 1938-39 German expedition to Antarctica.

Bill: Yes.

Jeff: Now, that trip, as you know, was captured on film, and brought back and then certainly a screened version of it was edited and released to German movie houses. It was like a newsreel. It was like a 10-12-minute piece of film that showed the German exploration and research ships going down to Antarctica.

Bill: Yes.

Jeff: Now, my question is, in these films are some snapshots of gigantic underground caverns. I'm going to pull all these out of the films. They're old and grainy, but they're still watchable. They have Wagnerian music, a little bit of a soundtrack from a narrator here and there. But it's a remarkable thing to see, because this is what they admitted finding in Antarctica, and my question is, Bill, how did they go down there to this continent of ice and find these caverns just out of the blue on this trip down there? They had to be shown where they were. Had to be.

Bill: Exactly. And they were shown where they were by Reptilian extraterrestrial people. Those caverns actually, they were like massive countries.

Jeff: Well, the pictures I have . . . There are maybe, I'm going to guess like a third to a half a mile across, hundreds and hundreds and hundreds of feet

tall – enormous caverns under the ice. No ice to be seen. Running water. Perfectly habitable.

Bill: Yes. And right next to them were these three massive caverns. And so what took place then is that as the 8th Air Force and the British were picking Germany off in the bombings, we were like minutes, not years, from losing that war. But it didn't make any difference to Germany because not just Hitler and his girlfriend went to South America, so did many of the Germans.

Infiltrating the United States

They infiltrated our aerospace and our advanced medical systems here in the country, and essentially got NASA, which then, of course, they were running, and the Apollo missions, which were German missions, before they left Germany and went to Antarctica. That's what Germany was doing.

Bill: They came over here and they did the same thing here. I don't think we sit down and sort of evaluate the timeline of all of this. I think it's kind of hard to believe we didn't win the war. And it's very hard to realize even today that this is still a major controlling element in the United States. And actually in England too. It's crazy.

Jeff: Extraordinary. Let me pause now and say 'Hello' to Maj. George Filer, who is standing by now and has been listening in very quietly. Hello, George. Welcome back.

Maj. George Filer: I'm so I'm happy to be back again.

Jeff: Yeah. Pretty amazing material that Bill Tompkins is presenting, and Frank, who made this possible tonight again for scheduling, thank you, sir. Welcome.

Frank: There's some great stories that Bill can share with us based on those photos I sent to you. He's probably told you that that German disk was 250 feet in diameter.

Jeff: Yeah, we're going to go look at those right now. Bill, are you near a computer?

Bill: Yes.

Jeff: Okay, do you know how to get to my homepage?

Bill: No, I don't. So we should leave that part out for now, so we don't have to take the time to go through that.

Jeff: Okay. Well, maybe at the bottom of the hour we'll get you on that page so you can see the photographs and then we can talk about it after the break.

Bill: Okay.

Frank: I provided him with hard copies of them.

Jeff: Oh, great. Then you've got pictures then, hard copies, Bill, so we'll do it after the break, anyway. Now, Antarctica. Advanced technology. NASA – a German operation. The Germans put us in space. The Germans took us to the Moon, if we went to the Moon and most people think we did.

Bill: We did.

Jeff: They absolutely were behind the construction, and Bill was a designer of some of these enormous spaceships. There's no other word for them. They were constructed apparently either in pieces down here or built in space. What was the truth of it, Bill?

Solar Warden Construction

Bill: Are we talking about Solar Warden?

Jeff: Yes.

Bill: Okay. The designs for some of these were at the Douglas Santa Monica engineering facilities in the secret think tank.

Jeff: What years would that have been, Bill? Excuse me. What years approximately would that have been?

Bill: That was '42, '46. That time period. *(Bill misunderstood the question. He is noting when he was in the Navy, not when he was working in the Douglas Think Tank. -Ed.)*

Jeff: Okay. So that's during the war, folks. They were designing spacecraft at Douglas Aircraft during the war years. *(This is false, based on Bill's incorrect answer to the earlier question. -Ed)* All right.

Bill: And, of course, we were using the information that the operative gave us in Admiral Rico Botta's office. He was Commander of the Naval Air Station in San Diego. Nobody knew what he was actually doing with these operatives coming back from Germany with all this space information.

Bill: So then later on I went to work for Douglas in the secret think tank. One of the interesting things is one of the packages, a proposal package, that I had flown around the country on for all this information to be disseminated to the aerospace organizations, I found one of my own packages that I had done ten years, twelve years before and given to Douglas.

Jeff: Wow. I'll be darned.

Bill: Crazy.

Jeff: That is crazy. Okay. So, my question about these enormous craft for . . . you heard Bill mention it. And if you didn't understand, it was Solar Warden. Like the man who runs a prison - a protector, a guard. Solar Warden is the name of the program. These big craft that were built, how were they constructed and where were they constructed. That's the big deal. Were they constructed down here and flown into space? Must have been.

Bill: Okay. No, they were not. One of the facilities that was used is east of the Wasatch Mountains in Utah. This is a very, very large cavern. It has smaller ones adjacent to it, but it's a massive one. And they were able to put together Lockheed space systems, Northrop-Grumman facilities, and even Boeing were involved in the actual construction of these kilometer-long spacecraft carriers - that the Navy now has eight of - these spacecraft carrier

battle groups out in the galaxy.

I don't know the actual mission right now, but for most of the periods the first ones were built and went out into the galaxy because they were built here. They were operating with only one of the eight which operated around the solar system. The others were out in the galaxy jointly operating missions against Reptilians and other bad people, but jointly working with the Nordic Navy, who were the people that had been assisting us, at least on the Apollo.

Bill: So the actual vehicles are built somewhat like an aircraft-type thing, aircraft carrier, and it's interesting that Northrop, Northrop-Grumman, they put together a program where they went back to Virginia and they bought the largest aircraft carrier construction facility on the planet.

They bought this so that they could have their engineers come in there and work with all of the Navy construction and engineering people that build the aircraft carriers.

They then had their people, the Grumman people, study with the Navy engineers, designers of all the areas of an aircraft carrier. And surprisingly enough, Newport News also builds Navy submarines.

And at Douglas, in the secret think tank, we were looking at every type of space vehicle we would need to go out into the galaxy, for our U.S. Navy. The topic of submarines came up and we discussed this. We said, “That's the easiest thing, the quickest way, we can get out there. We'll just take a regular Navy submarine, pull out the whole nuclear system, and put in the antigravitational system, and use these, right away.”

Jeff: So this was in the 1950s.

Bill: Yes.

Jeff: All right. This is . . . I was going to ask about propulsion, so we were given or otherwise back engineered antigravitational propulsion systems, which went into the actual submarine that was being built. Very simple conversion actually. Very smart.

Bill: Yes.

Jeff: Hold on now, Bill. We have to pause for just a couple of minutes. We'll come right back with Bill Tompkins. His book is *Selected by Extraterrestrials*, volume one of maybe four volumes coming. And you can get that right on your screen just by clicking on Tompkins’ name and guests. Take a look. Don't dismiss all this stuff, folks. Where there's smoke there's

fire. Remember that. Back in a couple minutes. Hold on.

Jeff: Okay, let's get right back to our guest Mr. Bill Tompkins. Anything you want to add to this, George in this first half hour we've done with Bill tonight?

George: Well, I've been in the Newport News shipyard on aircraft carriers and submarines. I guess you could, theoretically, put in an antigravitational system in there and have it work as a spaceship.

Jeff: Could you build something as large as an aircraft carrier, in your opinion, in that shipyard without it drawing a lot of attention? What would you do, make it look like . . .? I'll ask Bill this in a couple of minutes. Would you make it look like a carrier or would you make it look like a spaceship? What would you do?

George: Well, some of those areas were kind of blocked off. In other words, it would take a certain group of men that . . .

Jeff: Yeah, you'd have to fly over it, which would be restricted air space, I would think.

George: Or you could launch . . . You know, they launch them and then they work on them … and sometimes in another place.

Jeff: So building a large ship like a carrier at Newport News it could easily have given way to all the construction support and technology needed to build something else entirely in one of those big . . . we'll call them “bays” that they will build something in. All right, good, George. Frank, anything you want to pop in here with?

Frank: Yeah, I think what Bill was trying to suggest is that they took the designs for those drydocks and they copied them in either a cavern or another location somewhere else to build those craft.

Frank: They didn't use the facilities at Newport News. The used the design of the drydocks and modified them.

Jeff: Let's find out from Bill Tompkins. Okay, Bill, tell us how they did it. Is that correct what Frank said that they went to Newport News and copied the drydock construction bays for these enormous ships, and reproduced them in caverns under the ground? Is that accurate?

Bill: Yes. That's actually what took place because actually you've seen before where a crane is putting a bow section on an aircraft carrier. It's one enormous, big piece that they lift up and they attach it. The same kind of an assembly type of construction they used in the underground facilities in Utah.

So the learning curve . . . That was a cool way to do this because they went through this learning curve . . . This was a company that builds airplanes. Northrop-Grumman builds airplanes. And this was not their field at all. They realized this so they borrowed the money, and they bought the whole thing – Newport News Shipbuilding, which is the . . . actually, it was in the Civil War, and has been used for years. And it's the largest construction facility for naval ships on the planet. So to use that and to study their construction was perfect. And then simply use the same blocks as the kids play with to assemble a box, build a box, and then assemble a box exactly as you assemble an aircraft carrier.

So the same technical assembly and engineering helped them build these kilometer-long spacecraft carriers.

Bill: And there were a number of submarines, which were converted, but also other types of fighters, space fighters, and supporting ships for the eight Navy battle groups, which is what Solar Warden actually is.

Jeff: Solar Warden has eight battle groups. These are like, I guess, naval battle groups on the oceans, but they are in space.

Bill: Yes, and so those actually were . . . the first ones were flown out into the galaxy and they have . . . They don't have their facilities for maintenance or operation or changes or operating new weapons. All that is done on other stars' planets.

Jeff: Now why go outside the solar system for this? So fast. I mean, that's a big quick leap. I could see some ships – I'm playing devil's advocate here – but you go off-planet. You go into the solar system. There's a lot to see in our solar system. So they could build bases as you know on the Moon, on Mars, on Venus, who knows. But why go into the galaxy?

Bill: Okay. First reason is that's not your Moon, as well as this is not your planet. The Moon is not a moon. It's hollow. It's a massive control center for this region of the galaxy.

Jeff: Really? Who runs it? Bill, who runs this control center?

Bill: We have probably ten or twelve separate extraterrestrial civilization's peoples doing it – Reptilians being one of them. And so that's the reason we didn't go back to the Moon.

Jeff: We were told not to, I think. Yeah.

Bill: Yeah. And we were told by the Reptilians there, "Go ahead and finish two or three more missions, but collect your rocks and take your photographs and don't come back. This is not your Moon."

Jeff: This certainly goes hand in hand with the reports of the astronauts that we've seen; you can find them online, of having seen enormous space craft parked around the rim of the crater that one of the missions landed in. There are so many pictures of very, very strange formations on the Moon, anomalous things. We know what's on Mars. It's littered with debris from an advanced civilization up there.

So, okay, the Moon started out to be, I'm going to guess, a normal planetary body and they hollowed it out. They cored it out and they converted it to an enormous labyrinth of caverns. Is that correct or was the whole thing a construct built around the idea that it was completely hollow?

Bill: Okay. There's two versions on that and I have to say I can't tell you which. One was that it was partially hollowed out of a planet. The other is that it was a brand-new vehicle that was constructed.

Jeff: Wow!

Bill: But it's completely hollow. It's filled with . . . It's got cities all through it – inside it. And so the best thing to do is work with the Nordic Navy.

Jeff: The Nordic Navy. Okay.

Bill: Yeah. So it's not Solar Warden U.S. Navy, but we're operating, and have been, since the '80s, with the Nordic Navy. And these people . . . It's easiest to describe the situation there . . . For every ten Nordic Navy battle groups, the Reptilians have 100. So we're sort of at a disadvantage, by numbers, but a Nordic Navy has been tremendously supportive of us. Our Navy works with them and actually is at war not just with Reptilians out in space but several other bad civilizations.

Jeff: Is this a shooting war or is it a diplomatic war?

Bill: It's both. And, unfortunately, at times it becomes a shooting. And so what you have then is our Solar Warden battle groups, seven of them anyway, get their servicing, their updates of new equipment and maintenance and all that in Nordic Navy facilities.

Jeff: On the Moon.

Bill: Not on the Moon. Out in the galaxy.

Jeff: Wow! All right. So we don't have Model-Ts. We have advanced hyper-drive, antigravity space vehicles, which travel all over the place apparently.

Bill: Yes.

Jeff: We got . . . Look that's a pretty big jump pretty fast, Bill. These other races have been at this probably for thousands of years. We're given the keys to the new T-Bird and said, “Go have at it” and we take off. We go into space and we're off and running.

Bill: Well, we actually didn't get the keys for it. We have to step back and look at what Russia got and what Germany got, because they were given the vehicles – all different types like over forty different types of vehicles. Okay? *(This is the first reference to Russia getting space vehicles. Ed.)*

Jeff: Where did you get that figure, Bill, from the spies that came back?

Bill: Yes. And so this is completely different. We had to study from what they told us. It's what the packages were that Admiral Rico Botta had me fly to these bases with the proposals, with the packages, and get the universities and all of the naval and the military research organizations to take a package and try to make it run. But we got a package. We didn't have even the parts like crashed UFOs for a while. But Germany got brand new, shiny vehicles – UFOs.

Jeff: From the Reptilians?

Bill: From the Reptilians. We didn't get the keys. Okay? What we got was information. And we had to work with it.

Photo of a Nordic Craft

Jeff: Wow! Now, you . . . Okay, let's . . . If you have those pictures, let's go and look at the pictures now.

Bill: Okay.

Jeff: Have you been on board these craft? And have you been on some of the Solar Warden, the immense ships, that are out there?

Bill: I have not personally, no.

Jeff: All right. Who do I talk to, to get you a ride? You deserve to go.

Bill: Yeah. Okay. Now, I've used remote viewing, which a lot of people do and, I guess, there's probably twenty different ways to remote view. But I used the Navy personnel.

Jeff: Navy protocol. Okay.

Bill: Yeah. And so, to me, it's the easiest one and I can't make it work all the time, but I have been aboard their spacecraft carriers, and I've talked to people and come back. And so I know a lot of other people have remote viewed and gone out, but I have not physically been there. And in the remote viewing that I've done, it takes me several times longer to do it, but I set a target, and I do get good and relaxed, which is hard for me. And it's in the evening or at night. That's the best time for me.

I set a target and it would be aboard the Nordic spacecraft carrier. And I end up in the bridge. I can see that. I can see, you know, all the other people there. In fact this . . .This is in my book there. And actually I can see everything that's going on and then at a point it will clear, and I walk over and talk to the captain and the admirals and the officers. And I'll take off and go back to bed. And a lot of other people remote view and they're able to do this far better than I can, because I can't do it sometimes. Remote viewing is a kind of a sweet vehicle. It really opens up a window.

Jeff: Well, we are aware of that on this program with Dick *Alguire*? and I have had many of the great ones on over the years, so, yeah, we understand. Okay.

Photos of German craft

Bill: We may look at one of the other pictures.

Jeff: We're going there next. Would that be the German one?

Bill: Yeah.

Jeff: Okay. Just scroll down, folks, to the second picture, which, again, is absurdly large. You'll have to see it. I'm not going to describe it. It's a disk and it looks like it's ready for war. It looks like it's a flying platform for very heavy artillery. Tell us what this is about.

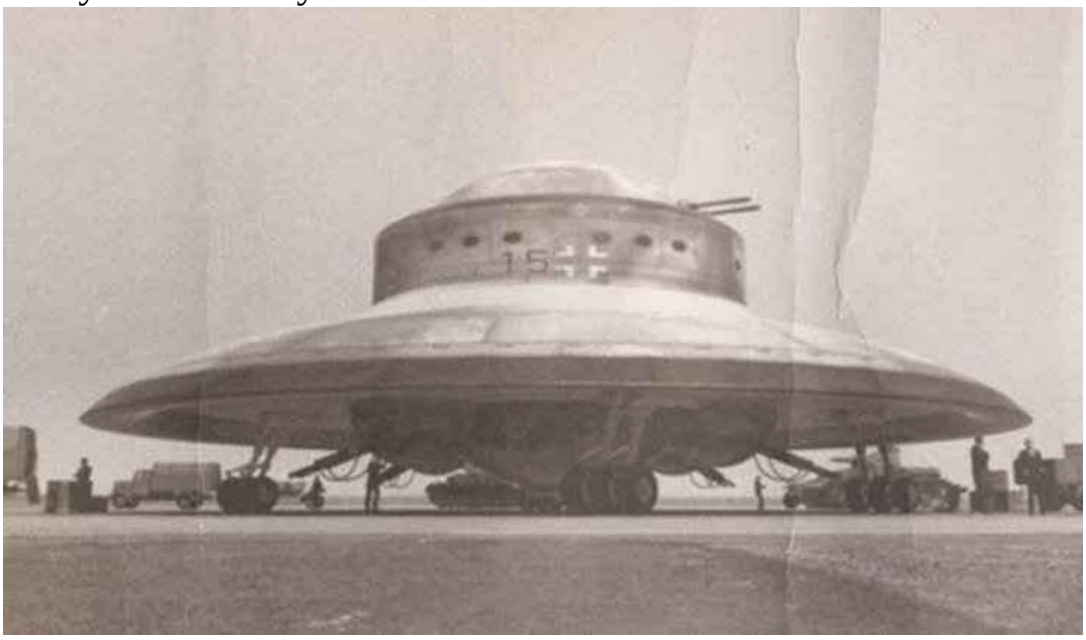


Figure 10. This is one of Germany's larger craft

Bill: Okay. Actually, what's interesting is if you can look at the landing gear, there's actually these . . . like . . . they have four wheels on each of these . . . two wheels on each beam sticking down like a landing gear on an aircraft.

Jeff: It's an amazing photograph. Can you give us a little of the pedigree - when and where this might have been taken? And, yes, the landing gear is extraordinary. I've never seen anything like it. It's remarkable.

Bill: Yeah. You've never seen anything like it. There's seven classes of this particular spacecraft. What's interesting is that one of those that were . . . I think it was only three of them built. But they were built out of chrome alloy steel. And they were not told to do that. They did it on their own.

The extraterrestrials gave them the materials they need to build these out of, but the Germans, anyway, built one and then partially built two more. They made them out of chrome alloy steel and what was the interesting part

about it, the operatives told us, was that first of all, the guy that's flying it, all he does is uses his left hand on a control panel, and he then is able to get his brain connected to the control panel. And he flies the vehicle with his thoughts. So he just thinks where he wants to take off, when he wants to land, when he wants to turn or where he wants to go. But he doesn't move anything. He puts his hand, left hand, into a hand indentation, which is on the control panel. That's it.

Jeff: Okay. I understand.

Bill: There's no steering wheel. And when the fellas with the chrome alloy steel one . . . This weighed so many tons, they couldn't even move it. Okay? But the guy put his hand on it, gave his thought and it was like a feather. It just went right up.

Jeff: So the Germans built this one . . . This is during the war?

Bill: Yeah. During the war. And the point was that the same vehicle was a fraction of the weight. It was very, very light - weight material they used. It looks like it would weigh a hundred tons, and chrome alloy steel really did. But it was interesting that they scrapped the other two.

Now, you'll also notice in that photograph, you can see a weapon sticking out up on the top. If you look closely, you can see weapons sticking out at the bottom too. They had these …. sticking out of the ones that are there on the bottom . . . So these were a laser-type of weapon. They're not . . . They had no bullets. There were very, very advanced. And the upper part does not rotate. It's fixed. The rotation that gives the UFO the lift is in the tip of the perimeter of the UFO. It's rotating counterclockwise and clockwise.

Jeff: So what was the diameter of this craft?

Bill: 250 feet.

Jeff: Wow! That's amazing. I've seen this picture before, but I've had no background on it, so we will continue that with Bill Tompkins. A quick comment, George, if you're there?

George: Well, they're amazing craft, obviously. But I hope we have something like this. I'm kind of wondering why we don't have this capability in our everyday commercial aircraft.

Jeff: Well, they're keeping us back behind the eight ball. They don't want us to know for some reason.

Frank: And Graham always had some incredible photographs, but he let me take a photograph of that, but he never told me the background on it. When I told Bill about it, he said, “Frank,” he said, “can you get the

photograph to me?" He said, "I think I know the story behind it." And he got the photograph today and he said this dovetails right into his book, starting on page two.

Jeff: Okay. All right. Very good. Stand by. We will continue in just a few minutes. Don't go away.

Jeff: Okay. And we're back. Pretty amazing stuff as promised. We're talking to Bill Tompkins, and I don't know what to tell you, but this German-looking craft is extraordinary. And it's not the only one. Anything else you want to add to us about this German flying saucer with weapons on it?

Bill: Only that there were seven classes of similarly shaped ones. Some of the upper section were smaller and the basic design was used for almost everything. They had a whole lot of totally different types – even different shapes that the Germans were working on – not just circular. In fact, I think we could go to one of the other illustrations.

Jeff: Yeah, let me say something first here. If you folks, who are online, do a Google search, type in 'solar' (S-O-L-A-R) 'Warden' (W-A-R-D-E-N), Solar Warden, and then go to 'Images'. I want you to look at the top row. What you . . . You're not able to pull it up right now, Bill, . . .

Bill: Yeah, I've seen the picture and it is real.

Jeff: My God if that's real. It's an enormous thing. It's as big as an aircraft carrier.

Bill: Yes, it is.

Jeff: Well, and then there's . . .

Bill: There's no flight deck.

Jeff: No, of course not. It's round. And then there's another picture of it in an underground facility of a very odd-shaped thing. You mentioned that just a moment ago. This has very strange angles on it. It's bizarre. I don't know what to tell you. Solar Warden. But these . . . This one photo . . . If it's real, somebody took it, snuck it out of there, and it is staggering in its implication. It looks to be like twilight. There's some sunlight reflecting off the right-hand side of it. You'll see it. Solar Warden. Google Search. Images. Top row, center. Two pictures of this thing. It is no naval ship for ocean navigation. No way. All right go ahead. I'm sorry to get off on this, but that's stunning. Go ahead, Bill, please.

Bill: Okay. It's an excellent picture with all of those in there.

Jeff: We're going . . . Hold on, hold on. We have five pictures on our photos page.

Jeff: Oh, are you talking about the USSS Hillenkoetter?

Bill: Yeah, but we can do that later. Let's talk about those two.

Jeff: Yeah, there's two of them – pictures number 1, 2, 3, 4, 5 in our little array, because I put another picture with German iron-crosses on it below the first one that we were talking about with a rounded top, not that turret-looking top – another just stunning picture. Are they real? I don't know, but they're very provocative. Okay. Let's go to number 1, 2, 3, 4, 5 . . . There are two items that look like battleships from space is what they look like.

Bill: Okay. Those are essentially cruiser-type spacecraft carriers. They also have hangar decks for fighter aircraft. And versions of these two are what you would call a landing assault aircraft carrier the Navy uses now. And so these then are used as assault carriers with Marines on board, and they have large hangars on underneath inside. But they also operate as attack vehicles so that if you would look at it as if it were a Marine mission on the Earth, they would have attack capabilities, and they would have the large hangar deck. And so they would have small boats that would take the tanks ashore.

Bill: No, they are not landing tanks. These vehicles are what you would class as a Marine aircraft carrier that we have which are called Landing Assault Carriers. We have a lot of them. They are 800-feet long and they operate as Marine-attack vehicles. So they have hangar decks in the back.

Jeff: They operate in the ocean and they operate in space. Is that what you're saying?

Bill: Well, I'm saying what you're looking at is the space version of your U.S. Navy Landing Assault Carriers that we have here.

Jeff: Okay. That's the space version. I got it, all right.

Figure 11. One of the Solar Warden craft

Bill: This is a space version. Now, you notice that it's sort of streamlined. And, of course, everybody says, we don't need streamlining out in the galaxy. We don't need that.

Jeff: You do if you're in water though.

Bill: Well, yeah, but you're not in water either. But if the vehicle is going to have to get into an atmosphere on some planet, they have to have a streamlined shape.

Jeff: I see. Any planet atmosphere would require an aerodynamic capability, and that's what you're showing.

Bill: That's what you're showing here. And so a lot of people say, on some of the other configurations that I've got of different ones that we did the design on, they're streamlined. This is a space vehicle that would operate like Marines would out there, and many of the missions that we designed for the Navy, for Navy-space, in that secret think tank, were landing assault space vehicles to land on planets that were part of the war. So that's what you've got here. Two versions of 'em. They're not copies. They're different. But they had similar weapon systems.

Jeff: Right. Wow. Those remind me of the models you might have built as a young man. I mean, perfect.

Bill: Yeah. I would have loved to . . . and I do have futuristic models in

that collection that's crazy. That's a really . . . 303 ship models back from 204 years ago in the Navy all the way up to space. Wow!
Okay, could we go to the large tubular shape extraterrestrial….

Jeff: Yes, of course, USSS Hillenkoetter.

Bill: Yes. Hillenkoetter.

Jeff: Hillenkoetter. All right, now, that looks like a traditional cigar-shaped craft with four . . . one, two, three, four, five domes on the end of it. Four are rounded, top bottom, side, side, and then the end is rounded as well. That's what we'd call, I guess, a cigar, for lack of a better term. What is that we're looking at?

Bill: Okay, it's a spacecraft carrier, and when Frank and I were talking about this earlier today, he on his computer blew up the hole in the side of it – the rectangular hole near the middle.

Jeff: Uh huh.

Bill: And actually you're looking, as you pull it up, you can see you're in a hangar deck and you can see four vehicles in there.

Figure 12. The U.S.S.S. Hillenkoetter, a huge spacecraft carrier

Jeff: I can barely see them. Yeah.

Bill: And so it's an interesting illustration. And, again, you can count . . . I think there are nine sections that you can actually see. They've done an

excellent illustration there. And you can see the various sections.

Jeff: Excuse me, Bill. Are those sections put together like the Germans used to build their submarines in the war?

Bill: Yes, that's the way we put together submarines. And it's the way we put together ships.

Jeff: Okay.

Bill: But you've got to realize that you've got almost a 1,000-foot long vehicle to play with here and so the tubular sections . . . This is very interesting that they used that one, because it's the least expensive structure that you can come up with.

If you look at the old Lockheed 4-engine transports that we had in the earlier days here in this country, the fuselage was streamlined. It was four engines and three rudders, and it was streamlined. And then you look at the Boeing . . .

Jeff: Was that like the Super Constellation, the Lockheed?

Bill: Yeah. Super Constellation of Lockheed. Then if you look at the DC4 that Douglas had, it's a big tube. You know? We didn't need the thing to be streamlined, but they really didn't check that at Lockheed. And at Douglas it was the cheapest thing to make. So that philosophy was carried right through to the design you're looking at. It doesn't have to be streamlined because this is only operating out in the galaxy. So there's no . . . This is never going to land.

Jeff: I understand. They'd send the smaller ships down. Sure.

Bill: Yeah. So it's different from the photographs of the two we just looked at.

Jeff: Where did this picture come from, Bill? Do you know?

Bill: I don't know where this one came from, but this is one of dozens of these that are sometimes quite different in shape.

Bill: It takes the mission of a U.S. Navy aircraft carrier and it's nice they showed you the new one down at the bottom of the picture, because you can compare the size.

Jeff: Wow! Well this reminds me . . . Yeah, I see the size comparison. This reminds me of images that a fellow in England was getting. Do you remember this guy, George? I used to run his stuff all the time – his videos. He had a telescope and he hooked it up to a video camera. Frank, you probably saw them. Lots and lots of footage of what appeared to be enormous

craft in orbit around the Earth. Long. They weren't quite as sleek as the Hillenkoetter, but they were big. They were different. They were, obviously, constructions of some type that were floating around up there. Do you remember that, George? That guy . . . I forgot the guy's name. I used to run his footage all the time.

Maj. George: Yes, I've seen some of those.

Jeff: Yeah, they're very interesting.

Frank: Jeff, the illustration is based on the photos that Gary McKinnon was able to see when he hacked into the U.S. Navy database.

Jeff: This the Hillenkoetter?

Frank: Yes, the Hillenkoetter. And it's also based upon commentary of Corey Goode, having seen this craft as well.

Jeff: Okay. This is a concept drawing of what is alleged to be out there flying around. So it's close to real. It's not a photograph. It's not drawn from blueprints.

Frank: No.

Jeff: It's drawn from eyewitnesses and what McKinnon apparently downloaded, from what you said. I didn't know he did that.

Frank: Yes. McKinnon said that craft cost $25 billion to make. I think it holds something 400, almost 500, men. And the weight of it is something like 100,000 tons.

Jeff: Gary told you that?

Frank: Well, that's what's on there – the information that's on there.

Jeff: Yeah, I can't read it. It's pretty small.

Frank: He pulled that off the database. You'd have to blow it up.

Jeff: Yeah. Now, McKinnon . . . I've always felt, and I'm sure you guys agree, that McKinnon saw a lot more than he let on and that's why they spent ten years trying to extradite him to get him over here to kill him. He knew too much. He saw too much when he got into the Pentagon.

Frank: He identified two of the Solar Warden groups. The first one was the Hillenkoetter Group, which was named after the first C.I.A. Director, and the second one, are the LeMay ones, named after Curtis LeMay.

Jeff: Uh huh. Okay. Very good. Alright, let's go back to Bill Tompkins. So we're looking at the Hillenkoetter, and we're looking at the USS Gerald Ford underneath it. Enormous size on this thing, the U.S. Solar Warden Space Fleet. Okay, go ahead, Bill, please.

Bill: Okay. What I was really interested in, in the photographs, is the

assembly of it. These are light-colored, round, on the front, which is to the right, and then in my picture it's cut off on the back. But those are not like half of a circle. Those are almost a full circle. All five of them in the bow, in the front, and all five of them in the . . .

Jeff: Well, they look like golf balls.

Bill: Yeah. They're full balls – almost full balls. They are centered and balanced from a very small area in the inside.

Jeff: All right.

Bill: Now, these are weapons. And the easiest way to say it is that that is their protection for the vehicle and it's offensive and defensive. There's no other cannons. There are no turrets.

Jeff: These much be, obviously, energy weapons of some kind that blow themselves out. They shock them.

Bill: Yes. And so you have this, but you don't have turrets like we saw in the other photographs.

Bill: Actually, you can't tell whether it's . . . where the front is and where the back is. And in the photograph, you can see different sections and there's indentations along the hollow. And there's a type of a gas, or something, that's coming out of the center of the vehicle. And you can see it coming out the top and out the bottom in the photograph. So that's part of another weapon system retention. It's not a broken vehicle. This is like a radar command situation which actually operates at extreme distances out from the vehicle.

It's extremely interesting that they've shown this in the photograph and they showed sort of a blue, a light blue, radiation standing out. You can see it best on the bottom. That's fanning out thousands of miles. It's both giving them the information and then sending it to the weapons that are on the front and the back.

It's crazy. And on the ball, if you look at the front, you can actually see the structure come down and it's not fully streamlined right in. There's an indentation, because the ball is smaller than the structure of the fuselage on the front. So that rotates. A completely different kind of weapons that you're talking about. This is a really nice illustration to show Solar Warden vehicles.

Jeff: Wow. All right. We have one more to look at. One more picture. That's the long stiletto-looking like object with it looks like a top. It's got three white rectangles on the top flat surface of it.

Bill: Yes, has everybody seen that one? It says, “U.S. Navy”.

Jeff: Yes. It's gray. We have to pause for a minute, Bill. Hold on. We'll

come back. I've got a couple more photos to add to this group. Those of you online, you can reload and take a look at those as well. Wow! Hold on. Be right back.

Jeff: Okay, let's back to our special guest Mr. William Tompkins and Frank and George. Okay, now, the photo that I pointed to on Google, of what appears to be an enormous ship under construction on a drydock, is also listed on a page called “Imaginary Vessels”. Now, and it's said to be CGI. Now, that doesn't necessarily mean much of anything. It could be that this is a real photograph, and what's the best way to discredit a real photograph? To call it 'concept art' and hide it away somewhere on the Internet where people can find it. They'll say, “*Ah, here it is. It wasn't a real photograph in the first place.*”

I don't have an answer for you. I'll send this out to Frank and George, and they can take a look at it and they'll get it to you, Bill, as well. But the point is what you described earlier on as to how enormous craft were built here on the ground at Newport News and underground in caverns would look something very much like this. This is what it would look like. So I think that's the thing to keep in mind. Whether or not this happens to be CGI or maybe a real picture, I don't know. But I have to go on record with that because that's the way we do things here.

Frank: Yes, and I want to say that those powers of observation are as extraordinary as ever, Jeff.

Jeff: What powers?

Frank: His ability to perceive things in that illustration. When I was talking to him today, he was seeing things that I had to expand the image to see what he was saying.

Jeff: I see.

Frank: He was able to see them.

Jeff: Oh, yes. yes, yes.

Frank: He's very, very sharp in mind.

Jeff: Indeed. All right. Let's go back to Bill Tompkins. Bill, again, for our listeners out there, I hate to ask people their age. How old are you again?

Bill: Well, I'll be 93 the 30th of the month.

Jeff: That means I'll still be on the air when I'm 93. That's good. That's good. All right. Congratulations on an amazing, amazing contribution and a wonderful life you've had. All right. Let's carry on with our conversation. So

we can go back to that craft that we have in photos that you were beginning to talk about. It's got the three white rectangles on top of what looks like some kind of a wing stabilizer or lift portion of the craft. I don't know what it is.

Bill: Okay. What that is just the front is sort of slightly pointed, but that's a round radar-like U.S. Navy-Grumman radar ship. It has an antenna in it that rotates. But there's also the plates for a different purpose that are the rectangle white plates on top. That's not mounted on a vertical stabilizer. That's just a structure that's holding it up. So there's no ailerons or rudders or anything like that involved in it. It's just a structure holding that up there.

Jeff: Oh, so that . . . What you're saying is that long triangle with the American flag on it is holding that flat AWACS-looking wing or radar assembly on top of it.

Bill: Yes, it's the support for it.

Jeff: I look behind it . . . I can see behind it with my magnifying glass. Okay.

Bill: Okay. I've got mine looking at it too, here. Anyway, it's interesting that you can see that, yeah, this is a Navy vehicle because you can see where the tip of the wings do have a crack in there where they turned up inside the hangar - if you look close, particularly the one on the left side.

The four large holes in the front up there and then the eight smaller ones are for two different types of laser weapons. So they actually . . . It's nothing but a beam that's coming out, but there's a certain amount of temperature that gets involved in this, and so they have to have a large opening. It's just two different weapons systems and there's no turret in this that would turn to face the target. You turn the vehicle to face the target.

It's actually . . . It would be a two mission-in-one vehicle type of attack vehicle, which gives you all of the radar for the whole region, which you have up on the top. But then you've got the weapons to use as an attack vehicle. Now, I noticed too that they had the . . . Up on the top in the front, they've got their sensors there exactly like you've got on the top of the roof of your house for their power. So they're picking out the sun's power partially.

Jeff: So this is a spacecraft.

Bill: Yeah.

Jeff: Now, I have a question. Why would they force this ship to have to face, at a 90° right angle, whatever it's going after?

Bill: Okay. It wouldn't be . . . Actually, they would face the target. This

would be operating in the atmospheres . . .

Jeff: Oh, okay. Oh, this is an atmospheric craft. Okay.

Bill: Yeah, but it would . . . From its mothership, which it doesn't have a problem from the ship of it, it just flies down, does its attack, and goes back to the mothership. But there's one interesting thing that I guess I don't understand. If you look at the leading edge around – it's black, and down the main side of the structure of the hull, it's black. Now, what that used to be is a . . . It would be used for getting the ice off the vehicle in the atmosphere. And that's kind of interesting because we've use that on a lot of different aircraft for a long time. And that sort of went out. We don't use it anymore. So apparently that has some other purpose. It's not to get the ice off.

Jeff: Is this . . . Is this . . . What are we looking at here, a photograph or a model?

Bill: That's a model.

Jeff: Yeah.

Bill: I'm sure. Yeah. That's a model.

Jeff: Just so people understand. I don't . . . Yeah, okay. So this would be something that would fly around in our atmosphere as a defensive perimeter weapons system.

Bill: Yes, but it also could operate in space.

Jeff: All right. Well, they need to have a bridge somewhere to be able to look out, I would think, but maybe not.

Frank: Jeff, it also came off . . .

Jeff: What's that Frank?

Frank: It came off of a site that showed other Solar Warden vessels and vehicles. So it came off of that same site.

Jeff: I see. All right. Okay. Very good. All right. Onward, Bill. This is amazing. We've looked at all the photos. I've added a couple to the online grouping. Did you read a lot of that Frank? If you load that page again, you'll see the other photos I've added. One is another variant of the German flying craft – actually a color picture, which is awfully darn good for something that should be seventy years old. So, I don't know. They all have the same three perimeter globes, we'll call them, on the bottom of the craft, like the Adamski photos. They are round, bald on the top, on the bottom. And there's a center one that's much larger half globe.

And the background of this picture, interestingly, is something that looks

like it may be . . . it may be a DC-3, although the tail is chopped off. It's not . . . It's something similar to a McDonnell Douglas DC-3 – in the background, which . . . They were available in the 40s. They were the first airliner in the late '30s actually. Interesting.

Frank: Jeff, I can make a comment. Bill had spoken to me today about the German aircraft that was 250-feet in diameter. He said the operatives had brought back photographs of a craft that size prior to '39, and their first propulsion systems were electromagnetic and then they were using antigravity. And he said they were using that type of craft to go to Mars and also to visit some of the Moons of Jupiter. I mean, Bill maybe wants to discuss that in more detail.

Jeff: All right. It's okay with me. Let's . . . Go ahead, Bill, tell us about early trips to off-planet. And then tell us what's on Mars in your view.

Bill: Okay. Actually, Mars has been a base for a long time, and for many different things other than just normal research for the geophysicists.

Jeff: Yeah.

Bill: The facilities are like underground, but the planet has artifacts of ancient buildings just like on the Moon.

Jeff: They're all over the place.

Bill: On the back side of the Moon.

Jeff: All over the place.

Bill: Right. All over the place. They keep covering this up in the photographs they release to the public and anybody with a good telescope can look at it. So, you know, astronomers know what's going on.

Jeff: Well, if you look at my 'Sightings' link, on my homepage at Jeff, click on that. There are a lot of links to Mars images from Curiosity and earlier Rovers that are put up and . . . The more you look at those pictures, the more you see. It's really quite amazing. All right, Bill, go ahead. Sorry.

Bill: There are large construction facilities on Mars that are from different aerospace companies, like facilities on some of the stars' planets, for instance, North American Aviation. That's a good example.

In my book, I go into a block diagram-type of how to document a weapon system for the Air Force and the Navy. It ends up that you – you see it in the book – but it's interesting that that approach, after I'd left Douglas, got fired from Douglas, Dr. Debus got me into North American with a corporate position in engineering. And so I took my block diagrams and a lot of other things from Douglas, and I took them to North American. One of the things I

took was that block diagram. So recently I got a hold of one of the North American block diagrams that Frank sent me. And many of you have seen that. It's handled both horizontally and vertically. And what it really is – it's a block diagram of a commercial company that used to build airplanes and built the space vehicle that we used to go out to our satellites. So they're in that business, but part of North American management wanted to do mining on Mars. And, of course, mining on other stars' planets or their Moons.

And so they put together an excellent program that's in that illustration of all of the block diagrams which is everything that you have to do in phases. You can't go to the next phase 'til after you've blocked diagrammed that answered the last phase. And so they did this for a business on Mars to mine materials on Mars and then sell them. Sell them to other people in the galaxy. And so that's a commercial business, which many of the aerospace companies have in space.

So the Mars facilities are not just the military facilities there, it's commercial for the mining of different materials. Sometimes we don't . . . We look at everything as being a military mission, but if you go back to my first book, in the early part we talked about in the secret think tank of designing programs to commercially operate out in the galaxy with other stars' systems' people. And this was part of our quest.

We weren't just coming up with a weapons system – how to make it and go out and fight people. And I think that these commercial operations – some of them are pretty good. And as we know, some of the management of the ones on Mars did do the wrong thing and they made the people working there slaves. They work as slaves, unfortunately, and this was done in the galaxy too, by American companies. They shouldn't have done this.

That's part of what we're trying to fix. It's one of the things on disclosure that we're trying to fix. But there's all types of facilities on Mars. And just like on the Moon, extraterrestrials have all kinds of facilities there, too, and there are different extraterrestrials using that planet for their agendas.

I don't mean to get into that, but I'm just saying that when we address this subject, we have to also address commercial operations, and some of those people did wrong. But normally, if we can clean up those operations and the slavery, which is also out in the galaxy by other extraterrestrials, then that's good commerce.

Some people say, “Gee, North American Aviation should not have done that.” Well, we were the people that were there. The actual operations of it were a long way from the planet and they were trying to make it less expensive and they did it. Go ahead.

Jeff: It's very interesting. All right. We have about five minutes left. Let's bring George on here first. George, what are your thoughts?

George: Well, those are a lot of amazing things. I have seen mining operations on both the Moon and Mars in various photographs. I always thought they were alien, but I guess they could have been ours. That picture of what looks like a spaceship is very revealing.

Jeff: The one I sent you?

George: Right.

Jeff: Yeah. In the drydock or what looks like it but check the link there because it goes back to an alleged source. Now, that could be an easy way to discredit that photograph too. I don't know.

George: It looks awfully real to me. Let's put it that way.

Jeff: Stunning. Yeah. Yeah, stunning. Agreed.

George: A lot of work went into the concept art.

Jeff: Huge amount of work. Huge.

George: Well, I had various indications through the years, you know, studying this field, that something happened right after the Germans lost World War II that we brought back some Nazi-UFO-type situation. At least I was told that. Let's put it that way. We brought back some UFOs. So that fits in to what Bill is saying, and it's absolutely fascinating that he says that we have these craft. I'm not sure why we don't want to admit to having them. We've developed lasers, which he talks about. And we've developed . . . well, I think we have our own UFOs. There's certainly evidence to that. And it was likely that we were helped by the Nordic people. So there's a lot of situations where you can kind of back up what Bill says.

Jeff: Okay, Frank?

Frank: Ah, boy, Jeff, there's so much more that Bill wants to share. I don't know if he can get in the story about the friend of his that was in Solar Warden and was on one of the craft that's been rejuvenated and Bill sees him every once in a while.

Jeff: Okay, tell us about that Bill, if you would.

Bill: Which one is this, Frank?

Frank: The fellow that you know which was part of Solar Warden that

you've known for a long period of time and they've rejuvenated him.

Bill: Okay, I guess I don't remember that one, but…

Jeff: How many people do you know that are on Solar Warden right now? Any?

Bill: Personnel on it . . . you know we have three fellas that are releasing a great deal of information and my effort is earlier than today on the whole Solar Warden program, because I did the design of these vehicles and then I was involved in different sub-contractors that were supporting Lockheed and Grumman. I know many of these people and I even know Grumman people right here in San Diego, who . . . that's not their job, but they're involved with it. Those people are very knowledgeable about what's taking place with the missions. And actually the vehicles are very old right now. So they have been in all types of updates, new equipment put on board, other taken off, construction and everything at the Nordic facilities.

Jeff: Here on Earth or off-planet?

Bill: Off-planet facilities. So now, there's another massive program to replace all eight of those spacecraft carrier battle groups.

Jeff: Wow!

Bill: And that's taking place here, but it's also Navy construction off planet.

Jeff: Most interesting. Bill, that's our program tonight. We're out of time. Thank you for sharing all that. We'll do it again if you'd like and keep at it. Just an extraordinary recall. Very provocative data for people to consider and think about and we really appreciate it. So thank you, Bill.

Bill: Thank you for the program and all the support that you've been giving to everyone else on this. It's really important.

Jeff: All right. You're very welcome. Thank you. And Frank, thank you, sir. We'll talk to you soon.

Frank: Thank you.

Jeff: And Maj. George, thank you as always for being here. It's an amazing world out there.

George: There's a lot going on out there. More and more information is coming forward.

Jeff: Yeah. Indeed. Okay. Thank you, George. And thanks to all of you. Another program in the books. And we'll come back tomorrow night and do it again.

Hope to have you on board. Let’s do it again.

Chapter 8
10 June 2016

Jeff: Fascinating and it is going to be a memorable program as they all are when we have William Tompkins on. Bill has been really single-handedly responsible for providing some of the most provocative information in the so-called disclosure paradigm that we've never heard and I would suspect through the good graces of Frank Chille and George Filer is on tonight as well. Frank has been instrumental in helping coordinate all of these and I think what honestly is going on here. I think we have every reason to believe that what's going on here is intentional disclosure at a level never seen before. This goes way back. As you know, Bill Tompkins just celebrated his 93rd birthday. His mind is every bit as sharp as it has ever been. It's extraordinary. I knew one other gentleman who was in his 90s who had a mind like that and it just floored me. And I'm always in awe of Bill's incredible recall. George Filer, are you standing by there, sir?

George: Standing by as always.

Jeff: Yeah. These have been quite some programs. What are your thoughts on these programs so far?

George: Well, I met Bill a couple years ago after I spoke and I was introduced to him by Dr. Bob Wood. And he said, "Listen to this gentleman. He has a lot to say." And he certainly does, and we've been trying to get this information out for a couple years, what he has learned through his experiences in the past working for the various aviation companies. And I often found that the person that's in the right place at the right time will have wonderful information to provide to our listeners. And this is what I plan on airing tonight: some of his excellent information.

Jeff: Yeah. It has been really unforgettable and I do think it's not delivering the point I mentioned that this is a level of disclosure that we've really not been exposed to before.

George: Well, I've heard bits and pieces that there's similar and—

Jeff: I understand. Yeah. So am I. It's kind of all in one thread here and it's remarkable to listen to.

George: It is. It's wonderful that he's willing to talk about it. Another thing that's going on is that others are confirming what he is saying that even though it seems so extraordinary, there's others coming forward to explain

similar stories.

Jeff: Well, we're carrying on.
Frank Chille, are you there?

Frank: I’m here, Jeff, good evening.

Jeff: I'm always thanking. You know, I wanna thank you again for doing so much by way of producing and coordinating in the background. You’ve made all this possible and I really appreciate it on behalf of everyone listening who really cares about this kind of material.

Frank: You know, what I find to be remarkable, it’s an honor to do this. Since I began talking to Bill on a regular basis, information has been flowing to me that I've been sharing with you, and Bill, and George, and Dr. Wood. It seems to substantiate the story and encourages even more to come out.

Jeff: Yeah. Yeah. There is nothing to be said about this except the images that we’re gonna look at and talk about tonight are stunning. They're just amazing. They should be listed up now in guests at Rense if you go and— Well, let’s all take a look. I pull up a new reload on the page and make sure that there should say photos under Bill Tompkins’ name and videos and photos of German discs. You'll find it right in the guest's section. Bill will be with us for three hours tonight. When you go to the photos— you might as well load that page up now— there is a video that I have put together with my editor. Steve just did a magnificent job. And it is possibly the only piece of film of a flying German advanced antigravity craft that we have on our side of the fence. I would suggest the government probably has crates of film. The Germans always documented everything. And these crafts when they flew were no doubt filmed. We don't have any of the footage. This 8-second clip of a flying German disc was available. I grabbed it. I saw the potential. I asked Steve to do certain things to make sure it was fully presented. He did marvelous work on this presentation. You can see a German disc. We believe this to be credible and real. It's not a Photoshop. It's not a fraud. We think it's the real deal. And when you see it, I think you’ll understand. It's quite old. It’s black and white. And the way Steve handled it by enlarging and zooming in, which I ask him to do and he did it— I didn't think he could— will show you much more than the eye would see in just an 8-second run by. And certainly on that video and photos page, you're going to see all the pictures that we're going to walk through tonight with Bill Tompkins. And they are virtually all the pictures that we know that we have of German flying discs. I don’t wanna call them UFOs because they were identified. They were

German. We could call them flying saucers if that makes you feel better. That's fine. But they clearly had technology that was astounding and we're gonna talk more about that tonight. Anything else to add, Frank?

Frank: No. Just Bill's got a hell of a story to share with us tonight and stuff that's gonna be heard for the very first time.

Jeff: Yeah. All right. Let's welcome back the man of the hour once again. Bill Tompkins. Hello, Bill. Thanks for being here.

Bill: Hello, J, and all those beautiful people out there.

Jeff: There's some great people. I guess you've been getting some feedback from some of them.

Bill: Yes. We have. In fact, the phone is off the hook and the mail is coming in.

Jeff: Now, Bill Tompkins was among other things the child prodigy. He was given a quick evaluation on the trial by the U.S. Navy and just pulled right up to the top level. His model building of the Navy's most advanced ships during World War II caught everyone's attention in the late '30s. And he was put into the Navy's highest level of debriefing spies they were somehow being inserted into the highest levels of German technology during the war. Those spies who were involved with aeronautics were rotated out of Germany and brought back to North Island, San Diego and debriefed by three people. Bill Tompkins being one of them 'cause Bill understood the idea of structure, flight, and all of that. He was an amazing asset to the Navy. There was an admiral involved and I'm not sure who the third person was, but these people would come back, and they would be debriefed. Then they will be sent back to Germany I guess they felt they could successfully reinsert them into the Third Reich. It was quite a story. All right, Bill, let's pick it up wherever you like. We've got pictures to go through. Are you able to see the pictures right now? Did you load them?

Bill: I now have them loaded, but I'm got them laid out right here.

Jeff: Okay. I'll try and describe them for you as we go through. And since you're not looking on 'em on computer, we'll be able to give a good description from your perspective as well. All right. So, let's pick up the story. And by the way, when you see the video, you're gonna love it. You will love it. It's right there at the top of our pictures. We'll make sure you get a link to it if you haven't already. Okay. Go ahead, Bill.

Bill: Well, I think that trying to look at these pictures…Actually, Frank is the one that's been providing me with these more recent photographs of the

German spacecraft and somehow acquired these and I think it’s part of, as you just presented, some sort of collective disclosure on the part of different individuals trying to get the information out to the public.

Jeff: You know, Bill, one thing if I might interrupt is what better way to go about disclosing than to show the history, how this stuff has been around for a long time? It didn't just happen and to build the case and really think about it in the hands of the so-called enemy of World War II.

Bill: Well, for possible reviewers that haven’t been listening to what we were saying, it might be advisable to just say how we started.

Jeff: Sure.

Bill: Just a quick overview. The Navy had an admiral who was commander of Naval Air Station San Diego, the largest naval facility and aircraft in the country. And that was almost an aircraft company. What they did is they brought the airplanes back from the aircraft carriers, and even the big flying boats. They brought them back to the base and they tore them down, rebuilt them, put new engines in them, put new weapons on them and completely rebuilt the airplanes and then put them back out into the service. And so, this North Island Naval Air Station was the primary area of course. We have seven squadrons training there, also active, but the second most important was this great big facility was like an aircraft company. And the head of that particular engineering group was— He’s the pro of the pros of engineering, but he’s a Navy captain. Then you have group engineers and these are Navy Commanders. And so, it’s very interesting the way the structure was setup. Anyway, Admiral Rico Botta, he had this other “hobby.”

And I wanna say from the start that we’re not talking about Naval Intelligence here. Admiral Rico Botta was not involved in Naval Intelligence. He was only involved in acquiring information from Germany using naval spies, operatives to bring information back to what had been presented to Germany by the Draco and Reptilian extraterrestrials. So, those people then made a plan for the SS and the Third Reich to actually— I think we really need to step back a little further and sort of ask ourselves “Okay. How did this get started?” And forget about the Navy being involved.

Jeff: And it did get started in the 1930s I guess or maybe before.

Bill: Even before. Jeff, you’re absolutely right. And a program group of people, one young lady, beautiful 13-year-old girl was telepathically given some information. And I know people don’t believe this, but what I’m trying to explain is what really did happen. And this young lady was contacted

telepathically and told to design and build both a very advanced propulsion system and build very large space transports. Bring all of her family, all of her friends, and as many as 2,000 or 3,000 people onboard. Leave the planet. Go out into the galaxy to another star's planet and move there, where the geology of that planet is not as bad as it is here on earth.

Jeff: Thanks to humankind wrecking it. So, she was given basically a ticket to ride and take all the people she wanted and others out of her at the end of her mission. Now, telepathy I think is accepted by almost everyone listening here as quite real. So, it doesn't come as a great shock that she would receive information. Go ahead. This is very interesting.

Bill: Okay. So, in the book that I put out, "*Selected by Extraterrestrials*", in that book, there's a whole chapter and then there's references in about five or six places in the book about 1,442 people. Well, what's that? Well, it turns out that, separate from this young lady, it was established by our Navy operatives that this group of people turned out to be twelve to fourteen young ladies helping this first girl and then it expanded out to a large number of people in Germany who had nothing to do with military, nothing to do with the SS. And independently, this group had farmers in it. It had shoe salesmen. It had scientists. It had technicians. And all these people collectively worked on information that was given to them to design and build first the small saucers, to learn how to do it and then build the large transports to leave the planet.

Jeff: Now, these saucers were not just given to the Germans. They were given to the Germans through the telepathy given to this young girl. That's the way it came about.

Bill: Yes. And that part has variations to it too because when the SS, the Third Reich found about what they were doing, they took over. And for a short period of time, they just took everything and then somebody made a decision, okay, that's another source. Let them go do it. Yup. They let the 1,400 people go to that. And so, it separated.

Jeff: So, the SS grabbed it and then let it go and they had a parallel program I assume.

Bill: Right. Now, the reason they let it go is the Dracos and the Reptilians had an agreement with Hitler and the SS to essentially take out people that he didn't like. And then the second thing was to take— and I don't like to say this, people, but this is what it was— to enslave every other person on the planet and put them into the factories to produce, in production, all of these

other types of extraterrestrial vehicles. Now, different than United States, we received information and then one of my jobs was to disseminate it and take it around to large learning institutions and the aerospace and biomedical companies. But the point is that the SS were given brand new, bright, shiny UFOs. All they needed was to teach ‘em how to fly ‘em. So, Germany did not have to take written information and photographs and take that documentation and develop it. All the different parts of the vehicle, the communications, the propulsion, everything had to be started from scratch and just from information; whereas Hitler and his people got brand new UFOs, cigars, rectangles, triangles. All these vehicles were given to them. So, their timeframe to accomplish their mission was a tenth of the time it was taking us to try to figure out what the Navy operatives presented to us. I think people don’t understand the timeline here -- what really took place. Now, the other part of Hitler’s plan was to put in production all of these different types of extraterrestrial vehicles and transports that the extraterrestrials had, put them in production all over Germany and even some of the occupied countries in underground and in-mountain production buildings. These were then operated by slaves. And so that was to give the German Navy the capability of (in Navy terms) battle group size numbers of spacecraft and join the Reptilian-Draco Navy’s battle group spacecraft carrier battle groups. Join them against other stars’ planets in this region of the galaxy and move on out to twelve of the closest stars and do the same thing that they’ve done here. Make peoples slaves to accomplish their agendas.

Jeff: Did this require a lot of German personnel? Did it ever get to that point where they were taking thousands of crewmen and crew members on this craft?

Bill: Not thousands, but some of them only had like thirty or forty crew members. But the big transports were being built. And actually, in one of the other pages of that book of mine, there’s a description of a seventeen-kilometer long space transport, for which I did the design at Douglas many years later in the secret think tank. And so, that was another type of thing that was being designed in Germany to take massive numbers of German military out and attack other stars’ planets.

Jeff: Were the Dracos short of bodies? Is this what they were doing? Were they looking for a standing army to be transported?

Bill: Yes. Now, were they being short on bodies, Jeff, that’s a good expression because also they developed facility where young girls … I think

from sixteen to eighteen and twenty-four or something like that … years old and they put them into these beautiful facilities, let them live there, and then let the German soldiers on leave come in and get the girls pregnant. Now, this was a massive program, which is not discussed very much, but even to the extent they went into the German occupied areas of Russia. And in one particular capture, they had 40,000 young girls, blue-eyed blonde girls that were brought back to Germany and put into these facilities. The purposes were to get massive numbers of the Aryan people for all of the occupied planets that they were gonna go out to in the galaxy.

Jeff: Does this tie into the Nordics and the tall blondes that we hear so much about in this field of ufology and ET studies? This part of the Western Russian population had Aryan characteristics and they were sought out … is what you're saying … and they were captured and taken back to Germany for breeding purposes.

Bill: Yes. But what we're also sort of missing was the numbers of German girls, women that were involved in this and the purpose was to get massive numbers of these people, transport them out to the galaxy that had the planets that they were taking over initially and then operate those planets.

Jeff: They were gonna seed the planets with Aryan genetics is what you're saying. I get it.

Bill: Essentially. Right. So, that was a completely different part of what was taking place. Now, the operatives got involved in every single type of advancement that the Germans were getting from the extraterrestrials. And so, they then had the capability very early to build a 150-foot diameter UFO and put twenty-seven or so personnel in it and fly it to Mars, which is what they did. Now, I want to step away from what we just said and say that later on most of this massive development program and production program was taken to Antarctica in very large caverns. The Dracos have three enormous underground caverns. Actually, we have caverns all over our planet.

Jeff: Yeah. The Antarctic caverns if I'm not mistaken are — We don't wanna think of them as these rocks, and walls, and open space. They were developed. Correct? They were like cities.

Bill: Oh, yes. They were unbelievably developed. And they had all of the light just like they controlled the light like day and night. And these are massive facilities. You could have thirty cities in some of these massive caverns that we have on our planet. So, the Reptilians then gave the Third Reich two other smaller ones. And when you say smaller ones, it's hard to

call ‘em small because the big ones are half the size of the State of California, but these were tremendous facilities inside underneath the ice and they used submarines to enter from the sea into lakes and rivers that join these various caverns together. So, you didn’t have to fly in there.

Jeff: When you look at the video tonight, folks, you'll see a section toward the end of pictures the Germans took in the 1938-1939 Antarctic expedition of some of these enormous caverns that they found. Now, these aren't nearly as big as what Bill is describing, but you'll get the picture under the ice, yes, but not ice-only. These are within the rock. Antarctica is a continent. Remember, it's dirt rock geology covered with ice. So, this is down into the continent of the Antarctic.

All right. Go ahead, Bill.

Bill: Well, I just wanted to get the feel of what the operatives’ missions were and then what they found out. So then, this group of people that are working for me there, a large number of young ladies and some of the men put together what they called packages. And these were really proposals. So, we had hundreds, and hundreds, and hundreds of proposals.

Jeff: This is at North Island, Bill? -

Bill: At North Island. And I think it's kind of interesting for anybody that has been to San Diego and looked at the aircraft carriers tied up over on North Island. If there’s no carrier, you’ll see the whole tower. But if there’s a carrier, look on to the flight deck and you’re gonna see sort of a pointed top of a building. And this is Admiral Rico Botta’s office. This private office he had almost at the top of that tower. And so, at night, the admiral’s aide— I would be sleeping in the bunks and he would tap on the shoulder and all he would say is “They’re here.” And so, nothing else had to be said. I got dressed real fast. And he escorted me back to the regular building all up into the tower into a small office area. Now, when you come into it, the admiral’s aide is not even allowed. So, he escorts me to the door that goes into this office. Admiral Rico Botta is sitting on my left. I’m sitting on his right. And one of three captains that I also was supposed to work for would be there. On the end of the table, there was one young lady typing. Across the table would be the Navy, usually lieutenants, an operative with a pile full of documents, and sometimes equipment, and sometimes photographs. So, like Jeff said a few minutes ago, what we’re gonna look at night is actually I believe some of the photographs that the Navy operatives returned with from Germany.

Jeff: Now, these are spies. Operatives. Okay. And they rotated in and out.

Some probably pulled out never to return because it was too dangerous and their absence, I would suggest, would alert the SS. “Where did he go? Where is he?”

Bill: Okay. But this has nothing to do with the U.S. Navy or Naval Intelligence.

Jeff: I understand.

Bill: This is totally independent. And so, what I think is important to the audience here is that we— even though you don’t believe what we’re saying, okay, try to accept that it’s possible that what we’re gonna show you tonight and what I’ve been talking about is actual. And I know it’s hard to justify, but I do have a great deal of documentation which maybe I shouldn’t have kept, but I do. So, why don't we get into talking about some of the photographs?

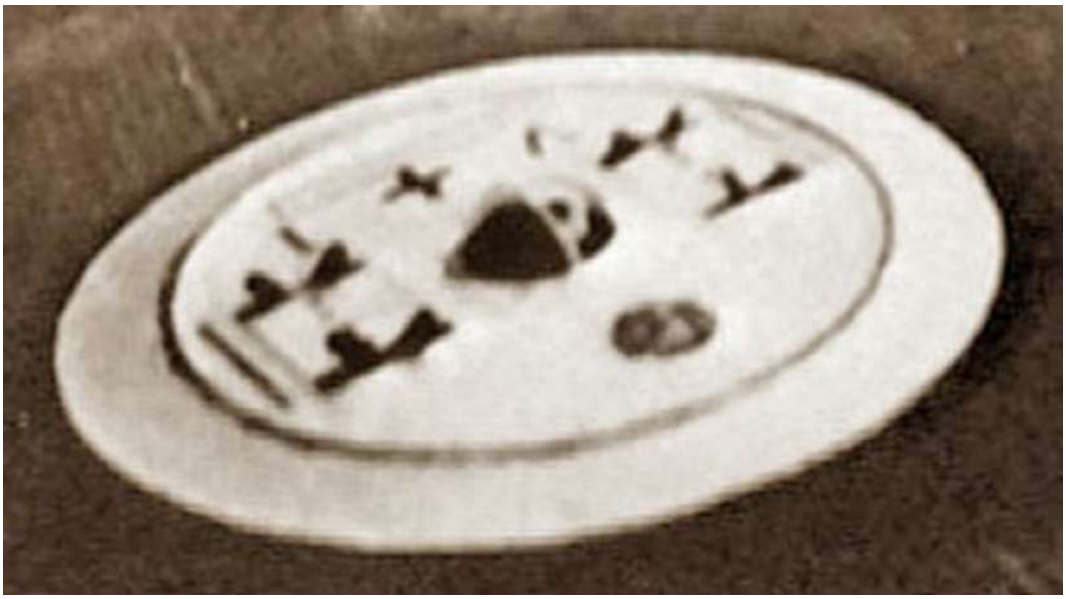
The photos of Nazi craft

Figure 13. Early German development

Jeff:

Okay. Very good. Now, we have a string of photographs on a page on the site as I mentioned. Your desktop group won't necessarily match with that. So, what I'll do is try and describe what I'm seeing. I'm sure that you'll be able to figure most of them out. So, if you like, the first picture on our page that we have is a craft sitting on the ground in the snow. It's got a cockpit. It looks like a pancake. It has an iron cross left and an iron cross right. It has a vertical stabilizer and a horizontal … it looks like a horizontal tail as well. It looks like something that was an early prototype of a disc-type craft, but it was designed to fly aerodynamically like an airplane. That one is sitting on the ground in the snow. So, what do you know about that one?

Figure 14. Looks like a dinner plate



Bill: Only that it was probably something that had been developed early. Certainly not anything like the ones that they were given or the ones that they were putting in production.

Jeff: Right. Now, the second picture very much looks like a white upside-down dinner plate with some controls on it. Four controls. Two left, two right, and a center object that is protruding. I don't know what this is. It looks like the body of a craft of some kind. It's white and it looks like an upside-down dinner plate.

Bill: I believe the one you're talking about, if you look at the center of that photograph, you're looking at a cockpit like of an airplane. And it's sort of streamlined shape. There's one like that on the other side and then you have this streamlined area behind this. So, that's like a cockpit that you would put on an airplane. And there's another view of that particular picture further on and it shows a German dirigible. And now, you're looking at the top of it and there you can see that same two windows in the front.

Jeff: Oh yeah. Okay. That picture I've taken out of our lineup because I don't think it's credible because there are pictures of a craft very similar to that that were allegedly at an American Air Force base in the 1960s. I think that craft was perhaps added to that dirigible to make an interesting picture, but it does have a front window and side windows. Yeah.

Bill: Yeah. I totally agree with you. Yes. Jeff, you're right. That's got nothing to do with what we're really talking about. The dirigible is real and we have many photographs of that class German dirigibles.

Jeff: Okay. So, the white dinner plate in the center has a— We'll call it a

bulge now and forward of that appears to be a Plexiglass viewport for a pilot for sit. And there are four items poking up from the surface of it. Two behind the cockpit. Two in front. They're black and they look like they're small points sticking up out of the craft for some reason. All right. Let's leave that one and move on to our picture #3, which is very interesting. It's a shot black and white of the back of an automobile, a 1930s grade automobile with an actual trunk on the back of the car. An outside trunk below the back window in front of the car which is parked. Maybe a couple one hundred feet in front of it is a hovering Haunebu disc. It's a black and white photo. The disc is fully visible. There's a hill behind it. Do you remember this picture?

Bill: Yes, I do.

Jeff: There's a black and white car photographed with a disc. They're looking at it. Whoever's in the car is watching this disc hovering. All right. Tell us more about that.

Bill: I have to say I don't recognize the photo. I understood from talking to Frank it was one of these photos that I was given a copy of, but I'm not familiar with that vehicle at all.

Jeff: Okay. Well, whoever is in it, it's apparently parked there and who took the photograph was standing behind it. I don't know who took it of course. And in front of the car 150 feet, 200 feet perhaps is a hovering disc. Couldn't even be further than that. It may be huge because some of these discs were enormous. So, there's our 3rd picture. We'll go to

Figure 15. Photo of car and craft

picture #4 on our layout.

The disc is fully visible. There’s a hill behind it. Do you remember this picture?

Bill: Yes, I do.

Jeff: There's a black and white car photographed with a disc. They're looking at it. Whoever's in the car is watching this disc hovering. All right. Tell us more about that.

Bill: I have to say I don't recognize the photo. I understood from talking to Frank it was one of these photos that I was given a copy of, but I'm not familiar with that vehicle at all.

Figure 16. Four German officers in front of a craft

Jeff: Okay. Well, whoever is in it, it's apparently parked there and who took the photograph was standing behind it. I don't know who took it of course. And in front of the car 150 feet, 200 feet perhaps is a hovering disc. Couldn't even be further than that. It may be huge because some of these discs were enormous. So, there's our 3rd picture. We'll go to picture #4 on our layout.

The next picture shows four German officers standing and talking and in between the two on the left and the two on the right off in the distance is another German disc which appears to be hovering or maybe sitting on the ground. I can't tell. There's a promontory sticking out the bottom of it. Looks like a single round object into the ground. But at any rate, there is a disc behind them. And off to the right corner way off in the distance looks like a

BF 109 perhaps parked. “Taildragger.” And on the left is a warehouse of some kind. It looks like an aviation hangar. All right. So, you have four men with a disc behind them and you can see the disc between two men on the left and two men on the right.

Bill: That looks very much like a real photograph and that essentially would have been the German officers there and the vehicle then would be one of their production versions of the UFOs.

Jeff: The two men centermost in the picture between which we see the craft in the background have different kinds of hats on. They don't have the officer’s high brimmed hats that the SS would wear *(as well as)* other German military. They have more like a folded Navy cap kind of from front to back. Sits on your head rather tightly. Would they possibly have been involved in flying that craft?

Bill: They could be. They could be service people. They also could be contractors—

Jeff: Oh, there you go. Okay.

Bill: …because they were probably designers talking to the German officers about the program.

Figure 17. Touching the craft

Jeff: Pretty amazing picture at any case. These two look real. We've had them examined and almost all of them check out as well as we can check them out. All right. The next picture is of a landed disc (a German disc), a car underneath it, the front of a car on the other side of the landed disc and somebody standing on the right hand side reaching up with his left hand and grabbing the circular leading edge of this craft. It's a black figure, left hand up grabbing the actual outer edge of this round disc. Do you see that one? He's actually reaching up and grabbing it. You can't miss that.

Bill: I guess I'm missing a photograph 'cause I did not see that one. Maybe we could go to the next one.

Figure 18. Four officers, a civilian and a large craft

Jeff: Oh sure. All right. The next one is a bright daylight picture with a much different type of craft in the background and a group of five officers talking or four officers and one enlisted man with a different kind of cap on. Behind them is an enormous craft with two guns on the top. We'll call them guns. A series of six visible portholes on this side, an iron cross as well, and underneath the craft appears on the right-hand side that we can see to be a module with more cannons sticking out of it perhaps. And underneath the craft is a vehicle on the opposite side. It appears to be being serviced. I would say that craft is probably 150 feet in diameter. Very close to it.

Bill: It's a large one. You're right. And that's not a falsified photograph. That one is very close to what really took place. And you'll notice too that there were gun mounts on the upper left side. There's four of those of that craft. You can see one of them sort of pointing down like about thirty degrees.

Jeff: Underneath the craft on the bottom?

Bill: Underneath the craft.

Jeff: Yes. Yes.

Bill: There's four of those mounts. We'll see it in other pictures. It's a spectacular weapon. What's interesting about this one is that this was in production, but they were having trouble both training and operation. And so, the vehicle that finished all of its production requirements, all of the test program, that class, and they were building them in production, but they didn't have the training for the people to operate 'em by the end of the war.

Jeff: Now, that's a remarkable story. Did this craft come technologically from the telepathy that 13-year-old girl began receiving or was this one of the gifted craft to the Germans?

Bill: This is a gifted craft. The girl's first ones, they built two of them and those ended up actually at Area 51 here in West Coast, but they were just their prototypes. And so, they were just building small ones to make everything work, which would be a normal thing for them to do.

Jeff: Wonderful museum that would make, eh? Tour that with all those crafts out there. Now, did any of these large craft with the 40-millimeter cannons and there were two on the top as well. Did any of those go up and engage bomber formations? And if so, do you have any record of their performance? And remember, B-51s *[B-29s?]* were in the air later in the war, which is probably when this was taken. They could make about 500 miles an hour. They were real fast. So, these craft could have been endangered unless they were moving extremely quickly up and down, sideways, which they may have done. If they're trying to stand stationary and fire on bomber formations, I don't think that they would be too successful in all classes.

Bill: However, they were very substantial weapon system and they did move extremely fast. And remember, essentially, the crew inside felt no gravitation. There's no gravity. So, the vehicle can make 90 degrees turns or 180s. And nobody inside feels anything. So, you can imagine a B-51 *[B-29]* pilot firing his machine guns at this thing and then less than a second later it's to the side of where the machine guns are firing.

Jeff: And shooting at him.

Bill: And one of the problems they had with this group of these large ones was that their crew didn't see the aircraft. But whenever when they saw the aircraft coming at them, there was no problem. You could not shoot it down.

Jeff: Got it. Visibility though, you got four holes up there, you gotta have people looking all the time. You also have to have a commanding officer who knows how to fly these things and you suggested earlier that was something that was in rather short supply. They could make them, reproduce them from those that they were given, but they didn't have the crews necessary to fly them. Is that right?

Bill: Yes. That's right.

Jeff: All right. When you were doing your debriefing with the spies that were coming back to North Island, did you ever see drawings or photographs of these kinds of craft flying discs?

Bill: Yes. We saw photographs and I have seen two groups of photographs that Frank sent me. And I just got the one group today. But in this group, there's several which I would swear that the ones that I had seen in the top of that tower, Naval Air Station at San Diego, I would swear that that's what it was. And so, it looks exactly like it. You see what I'm saying?

Jeff: Yes, I do.

Bill: And I can't prove that, but it's so close that it could very well have been ones that we were able to see there when they got back.

Jeff: What did Admiral Rico Botta and what was the response? And it was just you, the Admiral, and I think one other debriefer and then the actual operative or spy bringing material to this debriefing meeting. What did you think when you saw these wingless craft?

Bill: Well, actually, we had already had … let me back off. Remember that I came into this small group. The Rico Botta's group. I came in there after I went through boot camp. Okay? But that was in 1942.

Jeff: Right. So, they were already seeing some of these pictures.

Bill: They had already seen many of these pictures for two years because they've been working on this thing. Some of the situations that were documented and presented by the operatives, but the Admiral did not believe and he put his hand up on his head and he said, "I know all the stuff you're bringing back here and everything." He used profanity and said, "I don't buy this at all."

Jeff: So, he thought they were disinformation. We were being fed this stuff to scare us.

Bill: They were disinformation. And so then, that particular effort would come up again next year, okay, because remember I did this for four years. These operatives, we had twenty-nine of 'em and they continued to go over there, get information, and come back for four years. And so, many of the original or some of the first information at least that I was involved in were incorrect, but then additional information was acquired and even I had to take the additional information over to Lockheed or over to the Naval Air Department Center in Warminster, Pennsylvania and give them just amazing new information which nullified what we had already given them maybe six months earlier.

Jeff: Got it. All right. Hold on. We have to take a break. We'll come right back in just a few minutes and continue our walk through this most extraordinary and eclectic area of history of World War II.

Jeff: Okay. Let’s get right back to our extraordinary evening with Bill Tompkins. We are looking at pictures. Let me get a comment, Bill, real quick from George Filer and Frank on where we are at this point. George, how are we doing here? Very interesting to hear that Admiral Rico Botta was so blown away with these pictures he didn't believe they were real, apparently, from what we’re hearing.

George: Well, you know, there's always been that question did the Nazis have these crafts or not. I tried to research that through the years and talk to some various colonels, generals. And General Watson was a colonel at the end of World War II and he was the Army Air Corps colonel. And his job at the end of World War II was to collect all the Nazi aircraft, particularly experimental aircraft, and bring them into the United States. And they loaded these various aircraft Me 262 and so on, the different ones that we’re aware of, on the British aircraft carrier and it sailed and went to the United States. And most of the planes then were taken or flown -- either flown or went overland -- to Wright Patterson Air Force Base. On talking to General Watson, I would ask him about UFOs and so on. He always acted like they were not alien. He never said they were actually German. So, I went to the Air Force library and I asked about what kind of planes were on that ship. And they gave me a list of the planes, but some were not like an experimental craft or something. There’s no real designation of what they were. And I always wondered if some of those were the alleged UFOs or this type aircraft that they had. My point is that what's being said also starts to fit in with what General Watson indicated that these were not extraterrestrial based on his opinion. And I always wondered about that.

Jeff: Well, very interesting. All right. Frank, your thoughts up to this point.

Frank: It’s been a remarkable presentation. I'd like to ask Bill if any of the operatives ever had the ability or the capability of being able to….travel in them?

Bill: To my knowledge, none of them actually flew in the vehicles. They got into them and climbed into them. And one of them even tried to start one. He thought he knew what the operation was to turn it on.

Jeff: Wow.

Bill: Yeah.

Jeff: Was he gonna try and fly it out of there?

Bill: If he could, he would fly it out. In fact, quite a number of them were

pilots. Maybe lieutenant operatives. I never heard any of them say that they flew in them.

Jeff: Okay. Very good. Now—

Frank: Jeff, I would also—

Jeff: Yeah. Frank, go ahead.

Frank: Again, I'd like to ask Bill if the operatives were able to learn the capabilities of these discs for speed and for building even—

Jeff: Yeah. Were they able to get technical specs on them pretty well down for their reports to the Admiral and to you and others?

Bill: They brought operating manuals, okay, which were tremendously helpful. And they even had maintenance documents and they had documents on laser weapons, which of course would then replace the twenty mm and forty mm that they had on the last photograph.

Jeff: They had lasers?

Bill: They had laser weapons.

Jeff: Beam weapons. All right.

Bill: Yeah. Beam weapons

Jeff: Wow. Okay.

German UFOs

Bill: But I think what we're talking about also is that— I've been looking through some of the photographs and there's one there. Maybe you can pull it up. It showed a German balloon, military balloon that has a great big German cross on it—

Figure 19. Dirigible and anomalous craft

Jeff: Yeah. It's a barrage balloon and there's a UFO under it. You folks can find that. Just scroll down a little further. There's a clear balloon. It's a barrage balloon. Not a blimp. It looks like a blimp, but there's no undercarriage. It's just a balloon.

Bill: No bars.

Jeff: And right under that is a hovering— or one of the German discs. What about that picture?

Bill: Okay. What I'm trying to say is that's not a weapon. That's a test program. And if you look closely at all of the vehicles that are down on the bottom of the photograph, you don't see any tanks or any large weapon system, cannons, or anything. That's strictly a test program for that class.

Jeff: I see.

Bill: So, it has nothing to do with the weapon.

Jeff: Uh-huh. This one has one round protrusion in the center of the bottom rather than three. Many of them have three, which we've seen over

here on the George Adamski type craft from the 1950s. The same three orbs on the bottom of the craft in a triangular array. So, that's interesting. It has one that’s visible. So, it’ll be a test craft. Okay. All right. Now, why don’t you pick the pictures you'd like to talk about and we’ll kind of find them?

Bill: Okay.

Jeff: There is one of a triangular craft sitting on three landing gear. You see three wheels. The nose of it has been opened up, the front of the triangle. And you can see inside where the pilot sits— You can see two-foot controls, one left and one right, and then what appears to be on top of it is a point that goes straight up. I don't know if that's a tail. I don't think so. Maybe part of the canopy. It may be something, but you can see from the front that’s opened up on this triangular little delta looking craft, two-foot controls. It’s very interesting. Suggestive of not antigravity, but something else.

Bill: Yeah. Unfortunately, I don’t have that one.

Jeff: All right.

Bill: I’d like to go to one of the really clear pictures of a very large vehicle. And this one has the forty mm off of the turret on top of the upper structure. It has the six windows too. And it was the number 15 right next to the German cross. *(Ed. Bill is alluding to Figure 17, page 217)*

Jeff: Oh, I see it. It’s a black and white picture. It has number 15 or I5 to the left of the iron cross. There are two 40-millimeter cannon on top of it. And again, down below, there appear to be an array of them. Four of them scattered around the craft. This craft has 6-wheeled landing gear to roll around on the ground. So, it came down on rubber wheels six per assembly or three per assembly. There are four of them. That craft, yes, we’ve got that picture.

Bill: Okay. It’s interesting that particular view, in my opinion, is real. That’s not a fake photograph, but it's interesting that the landing gear has what appears to be three separate wheels on each strut. There’s two struts, but it looks like there’s three wheels in the tires. But what is very interesting in this type of extraterrestrial vehicles is that the vehicle appears to be thousands of tons weight whereas its native material not unlike aluminum, but it’s extremely light vehicle. It’s not heavy. It’s not a heavy structure. Now, one of the others that looks very similar to this, but smaller, actually was built out of chrome alloy steel and that of course weighed unbelievable compared to all of these others. And I never found out why it was that they built that one except it wasn’t the actual one, but they built the same shape

slightly smaller. It’s 20%-30% smaller than this vehicle, but it looked just like it. And it was made of chrome alloy steel. Amazing. But the point being that there were hundreds of different types of just UFO-shaped vehicles designed. Many of them never put in production, but the ones that they put in production was mass production. And we haven’t gotten to the triangular and we haven’t gotten to the cigar.

Jeff: Right. We have no pictures of those by the way, but this one with #15 on the top round turret formation above the disc shape with six port holes viewable, invisible on this side, and two 40-mm cannons on top on the right hand side of the top, that’s quite an imposing photo. Each strut has three wheels. Now, if this was an ET gift craft, why would the ETs make a craft with rubber wheels for landing? Was that something they did for the Germans?

Bill: The Germans did that.

Jeff: Oh, the Germans did it.

Bill: Yes. And there were many things that say one of the managers or one of the engineers said, “Well, why don’t we use so and so because we can get that?” And so, even in the interior of the vehicles, things were not as the vehicles were given to them because, remember, they didn’t just have the vehicles given to them. They had all kinds of information so the Germans then were running and trying to build similar type. And so, there was not as much of a research program as it would be a production company like an aircraft company here putting vehicles in production—

Jeff: So, they were replicating as much as inventing. I see.

Bill: Yes.

Jeff: Now, there’s a picture directly above that on our array. It’s a colored photograph of a similar shaped craft, but the top of the disc has sections. And each section appears to be canted upwards slightly and overlaid on the one in front of it all the way around the disc. It's not a smooth top in other words. There are seams. It appears to be on a whole bunch of sections. Maybe I'm guessing 10-12 feet. They’re up on a slight angle. They sit up on the back of the one in front of it. It’s a very unusual construct. There’s a truck off to the left and it’s a big ship. I don’t know if you have that one either. I wish you could get on a computer and look and see what we're saying, but we'll do all right here.

Bill: Yeah. Okay. I’d like to go back to the previous photograph for just a minute.

Figure 20. Another large German craft

Jeff: Sure.

Bill: If you will look at the forty mm, look at the lighter shade hump that's on the top.

Jeff: I see it.

Bill: It's not standard.

Jeff: No. It's offset to the left. Yeah.

Bill: It offsets to the left. Now, that's a turret.

Jeff: Oh, I see. So, it spins.

Bill: Your balance of the turret is the center line balance to the vehicle and the turret is almost the center line of that German cross.

Jeff: I see.

Bill: So, it kind of maneuvers out on the rear end.

And so, to have that large of a turret for fifty calibers was very unusual too. And so, that's like a modification the Germans made for that class of spacecraft.

Jeff: I see. I see. That craft might have been originally without a turret on the top and the Germans added it with the center of gravity right over the axis of the actual disc. I see. Now, I have a question. During the war, we hear a lot of talk about how our pilots were seeing foo fighters. They were said to be

small glowing orbs of light that would be hanging around the bomber formations. Was foo fighter also a term that could have applied to some of these that our people were seeing and engaging with? But it was kept obviously quiet. They were described as lights for the media, but were they also perhaps disc craft?

Bill: Some actually were. Most of them were not. It was just an electromagnetic vehicle disturbing everything. And the ones that were real were very small like only 15-20 feet in diameter.

Jeff: I've seen movie film of some of these foo fighters and they're just white daylight looking orbs floating through a bomber formation. They were very strange. Four to five feet maybe in diameter. That's it. Small.

Bill: Yeah. And we didn't get those until the later part of the war. The Air Force got them on the base too.

Jeff: Bill, what were those orbs of light or light-colored orbs, white orbs, that were daylight and floating through the bomber formations? Do we know?

Bill: From what I know, and certainly I'm no expert in those, my understanding was that those had two missions. One to disturb the formations, to get aircraft to actually hit each other.

Jeff: Break out of their box formation, hit each other, whatever. Yeah.

Bill: Yes. And secondly, they were to disorientate the crew members.

Jeff: Well, that would do that. I'm sure it would. Get their mind on something else. Uh-huh.

Bill: Those didn't even appear until late in the war.

Jeff: Yeah. Right. Right towards the end. Well, I have seen amazing footage of that. Just was part of an introduction of a BBC or British documentary about the air war and they put that in with no explanation. It was just there and I said, "My goodness, there are some foo fighters. There are glowing orbs of white light in the daylight and they were moving right through the bomber formations." Interesting. All right. The next picture that we might wanna look at— I don't know if you have it or not— it looks like a tiger tank parked next to an enormous craft behind it, guarding it perhaps. Do you have that picture?

Bill: I'm just looking here. Yes.

Jeff: You'd only see about half the craft behind it, the big disc, but that's huge. That's a couple hundred feet across.

Bill: Easily, because that is a very large tank that's there in front.

Jeff: Right.

Bill: And you notice there’s a ton of difference in the shade and the color between the tank and the vehicle, the UFO.

Jeff: Yeah.

Bill: And that particular vehicle is far more streamlined than everything that’s shown so far. There’s not the sharp edges. You know, there’s some weird curves up to the top.

Jeff: Yeah. It’s called a Haunebu 3.

Bill: Like you say, a much larger vehicle.

Jeff: Yeah. And we have a picture on our array to the left of it. Another view of the Haunebu 3 craft. And yes, they’re much more sleek and aerodynamic. They don’t have a round squared off top to the disc portion. What other pictures do you have there? We’ll find them.

Bill: I think that something that really is interesting is the two photographs of looking at the bottom of the UFO and none the landing gear is extended. And they're sort of pink in color. One of them is a really clear one.

Jeff: Okay. There’s one I’m looking up at now. The disc is segmented. Eight segments. You can see structural members inside the skin, and then there's a triangular type landing gear. I assume that's what it is, but they look rather straight and pointed. And the very center of the bottom of the craft is an iron cross. Are you saying that one?

Bill: I’m looking for that one because I have other ones here.

Jeff: All right. I see the other one. Is that airborne also and it's got three — the landing gear are there are straight posts coming out of the little housing.

Bill: Yes. And I'd like to talk a little bit about that landing gear.

Jeff: Okay. That craft and the one I just pointed out to Bill — Folks, in your lineup, let’s see — If you got the big one with the iron cross and they go up—twelve pictures above that is the same craft. The landing gear is pointed straight down. They’re posts. And it’s airborne. You can see the segments in the disc.

Bill: All right. This is sort of a good one to demonstrate how white the UFO is. It’s sort of a pole coming down. And if you can visualize any of the UFOs in your office chair, look at the wheels on your office chair so you can roll around on the stone floor. That’s essentially what you're looking at in this vehicle because the vehicle is so light there’s almost no weight. It’s so small. So, you don’t need great big wheels for the landing gear. You can just push it around any smooth surface. And if you have all concrete all around your

hangars and the area outside of the hangars, it's just easy to push. And so, those small wheels are at the bottom. If you can look at it closer, you can see they're just exactly like what you have on your chair if you happen to have a smooth floor.

Jeff: So, those are little wheels. Interesting.

Bill: Little wheels. Little tiny wheels. Amazing.

Jeff: Okay. So, once the craft would be landed, it could be moved around easily too.

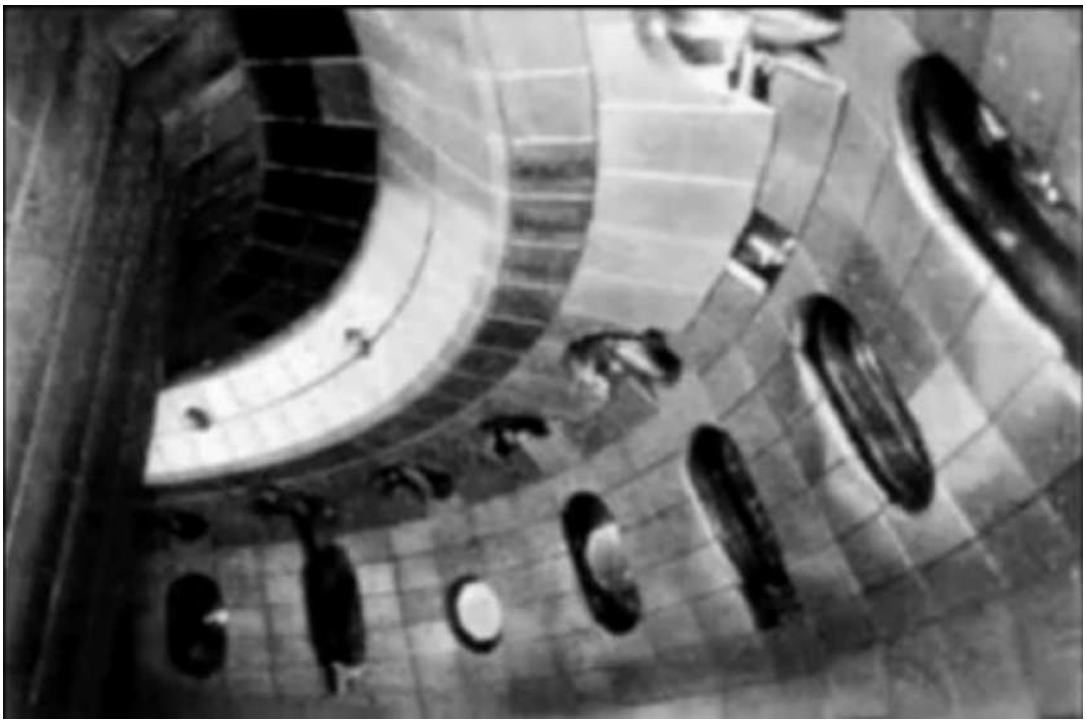
Bill: Yes. Very easy if the surface is smooth.

Jeff: Uh-huh. All right. Okay. Next, do you have the interior picture of one of this craft?

Bill: Yes.

Jeff: We have a very impressive interior picture, extraordinary picture of one of these craft. Tell us about that.

Figure 21. Alleged interior of a German craft



Bill: Well, you're not looking unfortunately at the control part, which is what you really wanna see, but this does demonstrate the very light material that the walls are made of on most of it.

Jeff: They look like squares. They look like tiles almost.

Bill: Yes. And they're very easily assembled because in most cases the ones that they had in production were made of aluminum. And you see the

windows there going around it. Actually, you can see it in both the photographs. And I think it's extremely interesting to see, visualize what the outside of the vehicle is and you're seeing the exact shape inside. It's not cut up into rooms, which you would think it would be.

Jeff: Right. I wanna point out also— excuse me, Bill— there is in that picture— it's like a quarter of a circle of the inside, the radius of this craft on the inside — Look at the walls and I think you'll see there's one round porthole and then there is some oval-looking designs put into the wall, but I can't see out from those and I don't see any photographs of any of the craft that have an oval-shaped porthole. They're round. So, I'm not sure that those round ovals on the sides that we're seeing are necessarily to look out. They may be something else.

Bill: If you could look at the one photograph where there's a porthole that's very bright on one, the one on the right to that, look at it. It's the oval shape on the outside, but there's a window in that one.

Jeff: Okay. In other words, there's a porthole in the outside, but the inside is like a rounded rectangle. You know what? Hold on. Wait a minute. This is one of those tricks of light. If you look to the right at these oblong overlooking things, I'm gonna suggest that those are not into the wall, but those are actually arrayed to push inside the craft. There's something on the wall. Those aren't holes in the wall. Look at them as something that's extruding from the wall. That's what it is. It's just a trick of the eye. It's like looking at a crater and trying to figure out if it's a hole or a hill, but these are sticking out. It's sticking out and they're sticking into the inside of the craft and then we have two portholes that are visible. I got it. Yeah. I wonder what those things are that are extruded out. They look like kind of a long loaf of black bread around them. Very odd.

Bill: And there's quite a number of unreal looking shapes above them on the next—

Jeff: I see that.

Bill: And then there's one of them that has sort of a half round shape to it with two protruding things off the bottom, which appears to be— One of them appears to be pointing towards sort of a dark— the dark areas that appeared to have portholes in 'em. Sort of cowering a little bit from what you're saying, those could be penetrating in in an oval-type area around it, but at least one of 'em is closest to the right-hand side.

Jeff: Yeah.

Bill: But look also at the very left. You're looking at a vertical tube that's coming from—

Jeff: I see it.

Bill: …the floor and going up through the other raised area which looks like the outside of the vehicle. You can actually see actually four different levels and different angles of the vehicle on the inside.

Jeff: I see it. Yeah.

Bill: So, you're almost repeating the structure inside.

Jeff: You're right. The things on the wall— And you mentioned that above them were some very odd-looking things protruding and they were lined up with these black oval shapes on the wall. This is an ET craft. This is not a German craft. This had to be one that was given to them. Right? It looks very, very, very advanced. Yeah.

Bill: Very interesting. I just wish we could have seen the ones that were at the bottom.

Jeff: Oh yeah.

Bill: Tell Frank to get us a couple of those.

Jeff: Yeah. Yeah.

Frank: I'm working on it.

Jeff: Okay. There's another series of three pictures. And on the bottom of the disc, one of them is clearly the SS insignia right in the center on the bottom and another one at the bottom or maybe it's the top— I don't know— has 02 numerals and a single lightning bolt to the right. Not a double. That's odd. There are too many of these and they're obviously old. They're very strange. And we've got—

Frank: Jeff, I was talking to Bill. And the research that I was doing seemed to indicate that there were parallel programs going. One that was creating crafts specific for the SS and another parallel program for the German military. And they seem to be running different types of ships, but the ones that the SS would have had insignia on 'em or some kind of a logo that would indicate it was part of an SS program.

Jeff: Well, the SS disc, again, has segments that appear to be almost extending over the one in front of it as it moves around the radius of the disc. Interesting. They're not flat. They're slightly canted based on that picture. All right. Well, we've got a whole bunch more pictures here that you folks can all look through and some very interesting pictures of discs in the air with a BF-109 flying past one of them. These pictures look almost like they were taken

in a big hurry, some of them, like somebody snapped the picture and hit a camera away. Apparently, two days after Germany's total surrender, there's a picture of a disc being chased by a P-51.

Bill: Yes.

Jeff: I don’t know if you have that one or not.

Bill: Yeah. Yes, I do. Excellent picture. What’s also interesting with that is they’re trying to figure out what the cloud formation is and/or the surface. And at the extreme left, it’s a very dark area. Almost like the cloud was circular.

Jeff: Or the extreme bottom left of that picture would be the cockpit of the plane that was taking the picture. Somebody took that picture.

Bill: Yeah. The pilot took the picture of the other P-51.

Jeff: Right. Yeah. We also have— Go ahead, Frank.

Frank: I was gonna say look at the photo right below it. It shows the two individuals, two men standing close to the dome on that craft. The scale of that craft was enormous.

Jeff: Yeah. Do you have that picture, Bill? It’s a landed craft and there’s a house on the left, full-size house on the left it with a number of people, four to five people, and then there are two people standing way up on top of the craft on the edge of the top most part before it becomes a round dome on the top.

Bill: I’m looking.

Jeff: We gotta get Bill a computer here.

Bill: Yeah.

Frank: That’s an enormous craft, Jeff.

Jeff: Oh, it’s huge. Yeah. It could be 300 feet across. Okay. There’s another picture if you happen to see it, Bill. It's of a construction project. A large domed, rounded top obviously in construction. There’s rebar sticking up all over the place. It's concrete. Do you have that one with a crane in the center foreground? That's an interesting picture because you don't notice it at first, but—

Bill: Excuse me. Are we talking about the delta-shaped vehicle?

Jeff: No. No. We’re talking about a building project with a large crane right in the center of the picture.

Bill: Oh, I’m sorry. I’m sorry. I have that one. Yes.

Jeff: Yeah. There’s a rounded roof behind it. Well, look to the left of the rounded roof and what do we see?

Bill: We’re not supposed to see that, Jeff.

Jeff: I didn’t see it. I didn’t see it.

Bill: Okay. Well, it looks in this photograph like you’re looking at the water of the dam. Okay? The dam is across the top and this is an overflow. A concrete overflow area. And for some reason, it’s not parked. He’s just showing the other guy how close he can get to the wall.

Jeff: That's just the spillway and whoever's flying that disc— And there’s another picture of that disc we have as well. It's kind of like a post out on the top of it, straight up, but in the distance hovering right in there next to the wall over the spillway, if that is a spillway.

Bill: Wait a minute, Jeff. Actually, there was a bet there. Okay? He bet the other guy how close he gets to the concrete. Come on.

Jeff: Don’t mess with SS technology like that. Wow. All right. Now, that craft is I would say a prototype craft. Let me find the original picture of it because it’s rather crude looking on the top. Go way back up to the top of the page. 8th picture down you’ll see that— Well, it looks like that craft. It’s a round disc with a round top. Let's call it a porthole section. Above that is a square box and above that is a square peg that’s sticking straight up. There’s an automobile under it on the right- hand side and that looks like the craft is hovering on that spillway. Exactly like that craft in that photograph.

Bill: Same case.

Jeff: Same craft. Same shape craft. How interesting. Well, I don't know. Hotdog pilots, you know.

Bill: Yes.

Jeff: Okay. All right, Bill, what other pictures do you have that you wanna try and direct us? We’ve got a whole bunch.

Bill: Yeah. Maybe this is one that you described before and I didn’t get it. But there's one of the photographs that shows a UFO. You're looking at the lower part of it. It's a very dark one and there’s a German fighter on the left-hand side just passing the UFO, and its engine appears to be running. And it does have a cross on the side of the Germany—

Jeff: That’s a 109.

Bill: 109. Yeah. See the crosses on the bottom of wing 2. And that’s kind of an interesting photo. It could have been faked, but I almost think that the lighting is— Look at the depth of the shady side of both— the wing on the fighter and the bottom of the UFO. It’s very close—

Jeff: Yeah. They’re similar. Very similar. Yeah.

Bill: And so, it’s not clear, but it really looks like an actual photograph from another fighter or maybe from another UFO.

Figure 22. German craft and airplane

Jeff: Right.

Bill: Notice there is some sort of a little raised area at the top of the UFO. There’s an oval and a lower type of vertical. Most of the others have much higher vertical. There are so many photographs they’ve got here. It’s amazing.

Jeff: Well, there’s no doubt that the Germans had a very advanced program of extraordinary flight technology. Where’d they get it? Some of it came apparently as a gift or exchange from the Draco-Reptilians that they made a deal with. That’s the story. And they began to produce them. They didn’t have to back engineer much. They probably had the blueprints and everything. They could just make them. Now, what this probably did was kept the German general staff, those who knew about these things, awake nights. Well, we’ve got these wonder weapons. Why can't we use them? And as Bill has expressed earlier, apparently, there weren't enough capable, competent flight crews around to man them. And there were some obviously here that are very early stage, prototypical stages that aren't finished products, and then there are some that are finished. They're loaded with armaments. Wow. Battlewagon.

Frank: Jeff, I’d like to ask Bill what the operatives were saying regarding the propulsion systems of these discs.

Bill: Many of the others, in particular the large ones, were full antigravitational. So, it's not that some of them were better powered. This was just different types of propulsion. And I'd like to go back to what Jeff was saying a minute ago. If you look at all of these, look at all of these photographs, you have to ask yourselves where could the Germans get this? How could they come up themselves with something that is so advanced that literally nobody else on the planet has even the understanding of what they look like or what they are? And you're not seeing one kind. You're seeing boxes full of all different kinds of UFOs. We haven't even talked about triangles or cigars—

Jeff: Well, we'll get there.

Bill: …But you have to ask yourself, come on—

Jeff: Yeah. You ask yourself. Let me phrase it for you. You ask yourself. Are these pictures all fakes? No chance. No way. Some of them may be, but there are clearly, as Bill is saying, a multitude of different design characteristics we're seeing expressed. Some very obviously preliminary, early, rather crude. The Haunebu 3, very sleek, very advanced. This craft existed and some of them are sitting in warehouses over here at Area 51 underground at Wright Patterson. These things weren't trash. They weren't cut up like all the rest of the German Air Force was. And it was just again too little too late apparently. We're gonna get to an amazing part of the story too, which involves some Nordic women. So, don't go away. This is really an amazing look at something that nobody talks about. This is the first. We've never had this kind of exposure and I'm gonna repeat again what Bill said. Look at the different types of variations of these flying discs. Just amazing. Let me ask Bill this. When you're sitting in a room with the spies - operatives that had come back -- some with pictures, some with drawings, certainly a lot of them with verbal intelligence, when they're telling you this— and you said Admiral Rico Botta was — at one point, he would swear and he said this crap can't be real— what are the operatives, the agents, the spies telling you? How are they trying to get this across to the admiral, for example, and you know that this is real stuff? Did they have a problem with that? Now, you've said before you joined, they were already reporting these things. So, I'm not saying that this happened on your watch immediately initially. They were already doing it, but what was the mental state of these people reporting this kind of technology and how in the hell did they get so close to such an ultra beyond top secret project? That's the most amazing part.

Bill: Well, I think the amazing part was what is hard for us to believe is how much of this was being developed I mean in production. Massive. Hundreds and hundreds of massive undergrounds, in-mountain production facilities building these things. And what in the world is that for? They could take out the whole air force with three of ‘em if they can finally get them to be able to operate ‘em, but you also want to address how close they came to winning the war. And now, unfortunately, that gets into another tremendously interesting subject, Paperclip, because you didn’t win the war. And I hope we have some time for that too if we can.

Jeff: Yeah. We will. We can start on Paperclip now and just let everyone — Let me just kind of wrap up our little picture tour here. You’re all invited to look at these pictures, share them, be amazed, you know, dismiss some, whatever, but there are too many and look at the variations. Consider that. Too many different kinds. Some of these pictures are just stunning. Also, when you look at the top, remember the video. I'm going to release the video to general audiences here tonight, World War II German flying disc technology. And that video has the only known clip that we believe to be legitimate of a flying German saucer. A disc. And that is the beginning of the video. The video moves through with all these pictures and more. And at the end of the video, we have that statement from Admiral Donitz that we have created for the Fuhrer an impregnable fortress in the Antarctic. And after that, I’d put some pictures of some of the enormous caverns in the Antarctic that Germans did photograph and did release in the 1938-1939 films. So, they’re there as well to give you an idea. What could have gone on in Antarctica, sky is the limit. No pun intended. It’s all possible. So, look at the pictures. Now, we have two sets of pictures of women. There are two women, two girls. You know the pictures, Bill. You wanna get into that for right now and let’s starts with who these women were? They’re what we call Nordics. We're suggesting that they’re part ET perhaps. What do you think? Tell us about these pictures and you can find those at the bottom of the scroll on those of you who are on computer looking at our pictures. Just scroll down toward the bottom. Maria Orsic.

Maria Orsic and others

Bill: Yeah. This is the young lady living in Germany just outside of the border who was contacted in a timeframe around 1918. And she was telepathically contacted and told to design and build large spacecraft transport and get all of her family and friends and many, many other people that she knew in this vehicle and fly out to another star's planetary system.

Jeff: Why was she given a safe exit for her and all of her friends? And we're looking at a woman who is not an ET. Correct? We think she's a terrestrial woman.

Bill: No. She's not an ET.

Jeff: Okay.

Bill: She's just another beautiful blonde. But the point is that— Like Frank had told, she never appeared to age either over that time. But that woman, that girl maybe contacted twelve or fourteen of her girlfriends. And they immediately started to do what was obviously something that was insane. There's no way they could do it, but they were given so much information that it ricocheted out through that part of Germany and it ended up in my book, *Selected by Extraterrestrials*. They then turned out to be 1,443 people who were designing and building very large spacecraft carriers. Not saucers like we're talked about here. The first two they built were saucer shape and those are the two that the air force has out in Area 51 now. But those girls and all those men and other ladies, when the SS found out what they were doing, they confiscated everything that they had and made them go to work for them. Go to work for the German Third Reich.

Jeff: I've got a question, Bill. Where did these women get the technology, the expertise, the money, the backing to build this craft? Who was backing them?

Bill: Yeah. The finance was unbelievable. That was provided also. Some of the farmers and some of the less educated actually took loans and this is another part of this thing I don't even think I discussed with Frank. Much of the money, individuals were so driven to do this they got contracts; some of their house now was owned by the bank. They gave up their own savings. They did everything to get the money to get the materials to build these things. And as insane as this sounds, it really took place. And within less than a year, there were over a thousand people working on the same thing with the girls.

Jeff: Well, you don't keep a secret like that from the SS for very long. So, the SS came in and said we want this technology. So, they absorbed it and then they gave it back and did their own thing. That's what we talked about earlier. Okay. All right. She was absolutely perfection in terms of artistic and the rest of the feminine form as they say. Okay. Now, let's talk a little bit about Paperclip, Bill, because you mentioned that you wanted to discuss that slightly and invite all of you to keep looking at these pictures. Just ask yourself. Are these all fake? Doesn't work. Okay. Go ahead, Bill. Tell us a little bit about Paperclip.

Bill: Okay. Paperclip was here United States, the Allies, but particularly United States went to Germany after the war and acquired everything that they could possibly get their hands on in the form of advanced German technology. UFOs, antigravitation, propulsion, all types of weapon systems. Totally different than anything that we had. And so, in addition to that, they made arrangements to bring a large number of the German scientists, and technicians, and engineers to United States. And this is where Dr. Von Braun came over and Dr. Debus who ran the—

Jeff: He ran the National Aeronautics and Space Administration or NASA. NASA was a German enterprise over here. German World War II scientists staffed it, made it go. They were it. It was a phenomenal thing.

Frank: Jeff, you might wanna also remind your audience that Dr. Debus was also the director of Peenemunde.

Jeff: Okay. This is crucial. Frank: Jeff, you might wanna also remind your audience that Peenemunde is where the V1, and V2, and— what was it— the V4— I forget what— They had a long 3-stage or 4-stage that could hit New York had they finished it. So, he came over here and ran NASA. This is one of the big secrets of, you know, decades and decades. There was a German brilliance that put us on the moon or wherever we went up there. It was all about that. And remember when they scrapped the Apollo program after the last flight? They scrapped it. They took that Saturn booster rocket, destroyed it, destroyed the launch pad apparently, all the blueprints for it. They didn't want any more built and a lot of discussion about why. Certainly part of the discussion revolves around the rumor that we have had, as Bill Tompkins has been saying, large spacecraft for many decades flying all around the solar system and elsewhere in our galaxy. So, all right, that's enough about Paperclip I think, Bill, because most people listening have an idea of what it was and what it contributed to the program here and to our scientific culture.

I mean, it was the lead force. Dr. Debus ran NASA. Dr. Debus ran Peenemunde. Just an extraordinary thing to think about. All right. Now, these girls were building their own getaway ship. I'm not quite sure why they were offered transport out of here. 1,444 of them. And apparently, they made it, but we'll get there. So, tell us more about this whole story.

Bill: Well, I have to confess I wish I knew a lot more because it's a very interesting subject. But the young ladies put together their program. They built the two UFOs that are out at Area 51 now. They were their prototypes. They also built several of delta-shaped vehicles, but they concentrated on the transports because that's what they were told to do. And they accepted, with nobody pushing them, the mission to leave the planet. Go to another star's planet and live there, which would be a utopian life. So, you have to say, "Well, who told them to do this and who talked them to it?" And so, the area that I feel is most correct in this is that, yes, there's Nordics. And Nordics are usually tall, blonde, blue-eyed young ladies, but many of them are dark haired too, but they're all light skinned. And they are not just one group of humanoid Nordics. Today, it's been accepted at least in our area here that there may be as many as 95 different types of extraterrestrial people who have the appearance of close to a Nordic type of person. These are different civilizations. Some of them are very nice. Others are not very nice. So, they are just part of this entire story that we're trying to learn about and present to the audience here. The first girl then managed twelve other girls and they then contacted many other people in and out of Germany in European area. And they then decided that they would go and collectively build very, very large quarter kilometer long space transports. Leave the planet. Bring all their friends, all the relatives to the extent that you could have as many as a thousand people onboard. So, this is not a small vehicle. It's not a UFO. These are massive cigar-shaped vehicles. And for these young ladies to go do this; obviously nobody believes this.

Jeff: Well, they had to have engineers. They had to have tool and die makers. They had to have state of the art technology. They had to have an awful lot of tech support to do this. They didn't just get out there with, you know, a welding torch and some cutting tools and start to put these things together.

Bill: You're absolutely correct. And yes, along with this, there were many ranchers and farmers and like shoe salesman in Berlin. But these people took loans on their homes. They borrowed every penny they can get to get

materials and then they collectively with the support of the extraterrestrials were building UFOs and then building large space transports. Now, this young lady from what Frank has indicated disappeared after the end of the war. But before she had disappeared, she and many of the others had taken off in their own vehicles and gone out to some of closest stars to our sun and come back. And their base was in Antarctica in one of the large caverns. So, they built these facilities. It's not that they didn't build them. They built these. And they were building extremely large ones. Much larger than the first cigar-shaped vehicles. And yes, they were antigravitational propelled, which none of them knew anything about before. Everything was given to 'em to accomplish this. And like I said before, when the SS found out what they were doing in the startups at the beginning, they confiscated everything that the girls were doing and these other people and then they allowed them to go on to a separate space development program in Antarctica. And this was in parallel to everything that the German SS was doing in building production UFOs and spacecraft carriers. So, the young ladies, the photographs that they have here, that's all of one person with the exception of the young lady that has the cigarette.

Jeff: There's a blonde, Maria Orsic, and two pictures of a brunette. That's what we have.

Bill: Right. And I only have one picture of the brunette, but I guess I misunderstood from what I heard about that group, the photographs, that she was supposed to have been Maria. So, I'm glad you covered that for us.

George: Bill, did the operatives bring back any information when you folks debriefed them about Maria Orsic and her project with Aldebaran?

Jeff: Aldebaran for our audience is the name of a planet. I'm not sure if it's in this galaxy or another galaxy. It could be on the other side of the Milky Way. So, we need to hear a little bit about Aldebaran.

Frank: I believe it's in our system, Jeff, and it's 68 light years from earth.

Jeff: Okay.

Frank: And from what I read, Maria was given information how to develop and open up either a wormhole or a warping type of portal to be able to go from earth to Aldebaran.

Jeff: Now, we have a picture of that. A graphic representation of that kind of concept right after their pictures on our picture page tonight. So, if you'll scroll down, you'll see that. Okay. So, they're making plans to get out of here by 1945. The SS is carrying on trying like crazy to build their line of disc

craft to defend the Reich, but they're running out of time. What happened? Now, you said they were going to build an enormous craft which would be very hard to find from aerial overflights by the allies in Germany unless it was very well-camouflaged. Did they end up building that to your knowledge?

Bill: Yes, they did, but these were all built underground in mountains. And so, you don't see the vehicles at all until they were given to a test. And the Eighth Air Force and some of their investigator pilots did see these vehicles. So, it's not that they didn't get built, but that was at the early area of the war, not near the end. Almost everything was taken out of the underground production facilities and put in the SS Navy submarine transports and taken to Antarctica, never surfacing because they go into the caverns underwater and they couldn't come back out of there for another trip. So, you don't even see them. And it's interesting in that China has a massive one, an enormous Chinese Navy base. And their submarines operate from underneath the water just like the Germans did, but that's a system that's being operated right now.

Frank: Jeff, I had asked Bill—

Bill: I'm sorry?

Frank: I wanted to mention to Jeff and you can mention this to the audience— I asked you if Dr. Debus was aware of the Aldebaran connection as well as the Maria Orsic connection and you said he was well-aware of.

Bill: Yes. He was very much aware of that, but that was not something— Like Jeff has said, this is sort of kind of new for this subject and we haven't studied it. And this is one of the things that needs to be accomplished in aerospace, but the result of Paperclip, which is the other major problem that we got into here, where not only a great deal of hardware was taken from Germany to both Russia and United States, but the personnel came over here. And what I wanna say at this point if I could, it's difficult for the public to accept that not only, as Jeff said, the SS actually ran the Apollo program with all the German scientists developing it and not only that, but these German scientists were infiltrating all of the American aerospace corporations. And I use the word "infiltrating" because that's actually what they did.

Jeff: Did you meet some at Douglas and Lockheed and the other companies you were with? Thompson Ramo Woolridge. Did you run into any Germans?

Bill: Yes. And I would like to use the principal one that we had at

Douglas. This fellow, I don’t know whether he’s alive or not and whether he’s gonna call up and have me taken out, but this fellow came in around the Apollo time in engineering. And nobody quite knew what his job was, but he essentially took over advanced design. He took over the commercial aircraft part. He took over naval and air force contracts. He supposedly managed pretty soon everything. And he threw wrenches into the gears for three years of the Apollo program.

Jeff: Why? What was his agenda in slowing— What was his deal?

Bill: What was his agenda, okay, to stop Apollo? This never showed up, but what it really was is he was removing the technical capability of engineering at Douglas, which they were doing over at Lockheed, North American, Boeing, Northrop, all of the aerospace companies, all of the biomedical research companies, and destroying our capability. Now, he actually wasn’t stopping the Apollo program, but they were setting up destruction of United States military capability. Now, this is nothing but an extraterrestrial mission. As we talked about before, our history all the way back that teach our students in the high schools and in the universities is all incorrect. And we haven’t accepted this across the country, but that’s another part of the destruction. When a country gets to the capability technically to accomplish the Apollo program, it has to be stopped because we're not being allowed to penetrate their territory. And this fellow, he came over here to make sure that the Douglas Aircraft Company couldn’t make it.

Jeff: Yeah. Keep going, Bill. No break time.

Bill: Yeah. Just a second longer here. He got into manufacturing, manufacturing vice president at Douglas. He so destroyed the company that our vice president of engineering, the guy that I work for— And incidentally, Dr. Bob Wood, who’s editor of my first book, Bob knows this whole thing too. This guy was destroying everything in the company to the extent that our vice president of engineering could not continue all of this research that we’re trying to get into that we’re discussing today. So, he finally quit Douglas and went over to Lockheed and took all the information over there and became head of their secret think tank at Lockheed.

Jeff: Was this guy some kind of a bitter who couldn't come to terms with the fact that technically speaking Germany lost the war and was trying to get even? What was his agenda? I don't understand it. He was a provocateur. Okay. Yeah. That’s obvious, but—

George: He was hated by his own men.

Frank: Jeff, he was hated by his own men.

Jeff: Okay. You answered the question. All right. He was a rebel, a renegade. He was a bad apple. He was a malignancy among all who came here to continue their good work. And their good work, I mean their engineering work. All right.

Frank: Most of the people who came over were all approved by Allen Dulles. Who was he reporting to? Who was Dulles reporting to that he had that kind of authority to bring over people and to place them into these programs?

Jeff: Now, remember part of the big deal to get all the German scientists over here was that Adolf Hitler, Eva Braun, and thousands upon thousands of other German government officials and party members were given free passage many times on American DC-4s to Argentina and South America, primarily Southern Argentina. Entire German communities and small cities grew down there and that's where they went. That was the tradeoff. A tradeoff that FBI Director Hoover didn't even know about and finally he had to be told to call his men off. And he issued a memo which we have a copy of that said from this point on there will be no further efforts to try to find Adolf Hitler in Argentina. He ordered all of his men to stand down. This was in, you know, 1946-1947. Interesting story.

Bill: Yeah. Also, in Argentina, there were massive underground caverns. There are facilities underground just like they had in Germany.

Jeff: I believe it.

Bill: And it’s not just Antarctica. And you have to ask yourself the question when our admiral put together the program after the war to go down to Antarctica and try to curtail the German development that they had down there, it has been reported that UFOs came out of the ocean and shot down all of our aircraft.

Jeff: Bill, to be honest, that’s been largely disputed. We don’t know the truth of the story. There’s as much pro and con information out there vying for supremacy that we just don't know what happened. That’s for sure.

Bill: But if you’ll think a thought on it, most of those vehicles that came out of the ocean and shot down all of our aircraft -- and that’s what did happen -- were German vehicles. UFOs. They were not extraterrestrial.

Jeff: Right. In 1952, the over flight over the White House also supposedly German vehicles coming up to tell the U.S. to leave them alone.

Bill: Back off.

Jeff: Right.

Bill: Yes.

Jeff: Well, it’s an amazing story. Okay. Bill, we have about twenty-minutes left. What would you like to talk about tonight that we haven't gotten to yet? And we have again presented a wealth of material for all of you listening to consider as you process this whole story of German flying discs, an advanced antigravitational or electrogravitic technology. It's all there for you to look at and that interior shot of that one large craft is pretty amazing to look at. They’re all amazing to look at. Some phony, probably. Some are real, you bet. And we do think we have the world's only surviving available piece of footage. It's 8 seconds long of a flying German disc. And you look at that in the video and think about it for yourself, but it's pretty remarkable.

Frank: Jeff, can I make a suggestion if Bill would be so kind as to share the story of the three German flights to Mars that the operatives shared with them before the war ended?

Jeff: Sure. What did the spies tell you about Germany going to Mars?

Bill: Well, they had substantial information that these missions took place from Antarctica, not from Germany, and that the first one that went back had a real problem with landing and it did crash and all of those people, all the crew were killed. But almost less than a month later because they have been building a number of that class, they sent— there were two more missions that went to Mars. And those missions were supposedly a support for future programs.

Now, I wanna step off at what Frank is asking and I want to get into a technical progress versus time program where North American Aviation, the people that built the space shuttle, okay, they’re in on this program as Lockheed and as Northrop and the other top people, but in a time period— I’m stepping ahead now into 1997. They put together a program to— now, this is North American Aviation— to develop vehicles and train personnel, leave the planet, stop on Mars, and build a facility there to mine materials. It’s a commercial operation. And then a couple of years later, they took this block diagram that I had created in the think tank at Douglas which is eight by ten-foot-long piece of paper with nothing but blocks on it. And it’s a system development plan for development of any normal weapon system that the military has to use. And it’s a concept phase, definition phase, and operation phase. And so, they made this document and the fellows that have seen this know how complicated it really is because there’s so much

information on it that you can hardly read the document. And there's many lines. They went both horizontally and vertically whereas mine were always horizontal. You have every block that's necessary to accomplish the next phase of any program. So, they developed this one in `97, `98, `99 and that was to go to one of our closest stars and setup a mining operation there. A permanent mining operation. Mine the materials and sell it to other extraterrestrials on a commercial basis. Now, this got nothing to do with the military program or UFOs coming here and with war and all that stuff. This is a commercial operation. Now, if we'll go back to the Douglas secret think tank, the first part of that had nothing to do with military. To develop vehicles with the capability to go out into the galaxy and have commerce with other stars' people out there. And we could operate from here or we could operate at their facilities. So, what I'm saying to you, people don't accept again what we're saying, but there are hundreds of companies here on this planet who are out in the galaxy as we're talking today doing commercial operations, mining materials, and working, and communicating, and operating with other stars people. Other stars' systems planetary people. That's going on right now.

Jeff: How do you know this, Bill? Devil's advocate here. What is the proof of that?

Bill: Okay. I've got a copy of the document and all of the names of the people that are on it who put it together. And incidentally, one of the people in the secret think tank of Douglas is listed on that document. And it would be very interesting for you fellows to get a copy of that, look at it, and say "Oh my gosh, what are you talking about?" You have to read the details. You have to read the details of that development plan.

Jeff: It's a Douglas drawn plan, the one you saw.

Bill: It's a Douglas concept plan. It's called systems management. And every Air Force or Navy contract if they're gonna do a military system, today, they have to use Air Force 375, which is my design. Okay? Separately from that, I took that stuff after I got fired from Douglas on the Apollo. I went to work for North American. I went to work one week 'til the day after I got fired because— That's another story. So, many years later, North American Aviation had been using this development concept for military programs, then they put together a commercial one. And I have to say you're asking for documentation that's proving my point. You have to look and study the document. When you get through looking at it for 10-15 hours because it

takes that long to understand it, you're gonna say “Oh my gosh, that's real.”

Frank: As Bill was saying, it was so minutely detailed. It would take you ten or fifteen hours to read it. I mean, there’s so much information in it. And Dr. Wood told me that all that had been achieved decades ago. Decades ago.

Bill: And you say, “Okay. Where did Bill get this systems management program thing?” Yes. I’ve already stuck some stuff in my head, okay, and I ran with the ball. But the North American Space Shuttle or vehicles, those are only ones that ever got put in production. Boeing had one. North American had five. Northrop had five. Lockheed had three or four of space shuttle type vehicles. Many of which were military. Naval mission military. So, yes, they were working on the space program, but the important thing I’m saying here is that North American and many other companies took the military type operation and developed the capability of building their own vehicles and then going out into the galaxy. Stopping at different stars’ planets. Picking out the planet they want and setting up mining operations on these planets. And you’re gonna read and look at the document. And yes, it takes fifteen hours to even get a feel for the magnitude of that program.

Jeff: Go ahead.

Bill: One piece of paper will do it for you.

Jeff: All right. This is obviously a globalist corporate kind of endeavor within our planet intelligence. It has to be. But what are they doing? Are they receiving material? Are they exchanging it for valuables, commodities like gold? What’s the tradeoff?

Bill: The tradeoff is unlike any monetary system that we have and that relate then to the life. The life of the Solar Warden people, the crews, they never come back to United States. Maybe after they retire. But the crews and their families are living out in the galaxy. They’re living on other stars’ planets. They’re living with Nordic families because of the Nordic Navy – that’s your U.S. Space Navy -- operates with the Nordic Navy. And yes, there are wars they get in there into as we’re talking, but that’s way out in the galaxy. Don’t have the war here. But what I’m trying to say is this other part is just plain commercial. But out there, you have an entirely different life. People are living much longer out there and look at the life of a naval officer who has spent his twenty years out in space on Solar Warden spacecraft carriers.

Jeff: How many craft are involved in Solar Warden in our solar system? How many are out there now? Any guess and where is their primary base?

Do you know?

Bill: Okay. All I can say is— You're asking a question, where are they?

Jeff: There are some things that you cannot talk about still. I understand.

Bill: I'm not gonna say that, but I will say that our little part of this program is a grain of sand. And I said this before and I know people will not address it and will not accept it, but your planet is just a laboratory. It's a large laboratory that has been used by hundreds of extraterrestrials for their agenda for thousands of years. Maybe the Dracos and the Reptilians do most of it, but all these other people are coming here. Now, when you put together the hydrogen bomb and you bomb Japan, okay, you blew a whistle out there. That's a no-no. And then, later on, you've got all these naval ships from the other Navy on the planet and you took 'em out too and you blew them up. A whole bunch more extraterrestrial civilizations will land over here because you don't do that out there. That's a no-no. It's not a military weapon.

Jeff: So, they're using the earth as a laboratory.

Bill: Just back off for a minute. Let's talk about your Moon. It's not your Moon. Okay? That is not your Moon and that is not a moon.

Jeff: It is an odd planet. All right. What is it?

Bill: Okay. It's a command control center for this region of this part of the Milky Way galaxy. We happen to be a close planet. Okay? And we have some of the nice facilities where everybody can bring their people here. All the different civilizations. All the different colored people and yellow people and whatever. Everybody's brought here and you let them do what they do and then you have wars**.** And so, your entire history is wars. And then you take and blow up this battle group out in the Pacific—

Jeff: Well, once we crack the atom, we stepped across the boundary.

Bill: You stepped across the boundary, sir. And you don't do that. Now, there's an area on the internet which is showing a moving situation where there's a stack of vehicles going across the picture from the right to the left. And behind them, other vehicles are going from left to right. It looks like downtown traffic in New York because there are thousands of vehicles on space freeways. Okay? And that's right out there. That's not way out in the galaxy. That's real close. And all these different guys have got different agendas. Many of them commercial. Okay? This isn't all military. The highest proportion it's commercial. Guys working together. Different departments. Different products. Some communicate and barter. But the point is this is not your Moon and this is not your planet. And this is nothing but a

laboratory for them. And who are them? Primarily Draco-Reptilian, but then there's all of these other people with their agendas. And so, right now, it's pretty much that they've done everything that they had to do. And so, that's sort of slowing down now. And this is giving us on the good side with Nordics the oppor-tunity to extend ourselves out into the galaxy and join the group.

Jeff: Well, I don't know if they're gonna let us go out there with nuclear weapons, which is what we'd like to take with us of course.

Bill: We better not.

Jeff: That should not be allowed. It should not be allowed. Sounds like some of these people are using the planet for a laboratory. Others are using it for a lavatory. I mean, I don't—

Bill: Okay.

Jeff: I'm not real pleased with what we, as the so-called dominant sentient species, have shown in terms of our custodial prowess on the planet. We've wrecked it and we're showing no signs of really doing anything, but dumbing down the population, make them more servile, more stupid and more obedient. And it's all being of course enforced by an electronic media that has never been duplicated in known history. It is so overwhelming. People just don't have a chance to develop. We're being dumbed down and our lives are now being shortened. Our health is not as good. We're being poisoned. Look at the Monsanto insanity of genetically modifying crops. That step is gonna spread all over the planet. Nothing will be the same. We have really blown it. I wish somebody would come here—

Bill: And we have an extremely bad reputation.

Jeff: Well, we deserve it. I wish somebody would come here and give us an ultimatum. Stop or you're gone.

Bill: Yeah.

Jeff: Anyway, that's just me.

Bill: We should have.

Jeff: Bill, we're almost out of time. What would you like to add here in our last a minute or so?

Bill: Okay. Just a quickie. We need to think positive. We need to accept that we don't have a good reputation and we have a very bad reputation for thousands of years. We don't seem to know how to be friendly with each other or be friendly with countries. We've destroyed it. But we do have with certain species of Nordics people who are trying to help us and I think that

the commercial side such as North American Aviation has done and other companies have is our penetration, our vehicle to join the galaxy. Be accepted. And I think that’s what we’re going to do.

Jeff: Right. Step one along those lines will be to end this stupid cover-up and tell the people the truth. They have a birthright to know that we're not alone and yet this government continues to cling to power to the great detriment of everybody. And it's got to stop. We don't have a government here. We have a dictatorship. It's the corporatocracy, a fascist corporatocracy. We’ve lost control of any representation we may have had. It has to change. It has to revert or we're not going anywhere. We’re going done. It’s where we’re going. So, Bill, thank you so much for being here. Three hours of fascinating material. We appreciate your looking at the pictures and commenting on those.

Chapter 9
29 June 2016

Jeff: Okay. And welcome back. This is a program a lot of you have been waiting for and we're very happy to be able to present it tonight. William Tompkins is back this evening along with Frank Chille who made this all possible and Major George Filer as well. We're going to spend three hours tonight again with the amazing Bill Tompkins and talk about some subjects and topics that will really bend your mind. I guarantee it. What do you say about William Tompkins? I would just urge all of you without going through his biography again that he lived a life that few men, few women could even dream of living. He has been literally situated at some of the most critical moments of this country's recent history in the last century as well at the top secret level at the U.S. Navy and then after the war with the great McDonnell Douglas Aircraft Company and Lockheed. Bill has really been there in the middle of so many things. And as far as ETs and extraterrestrials go, you pretty well know already that his experience is extraordinary. He has talked about things like Solar Warden that many people have never heard about before. He also talked about many of the Germans who were running NASA. NASA is a German enterprise. You can call it Nazi if you want, but I call it German. These were Germans. Most Germans were not members of the party. In fact, many of the scientists of course were working under penalty of death. If they didn't work, they didn't put out, bad things could happen to them. And so, that doesn't excuse the bad parts of World War II which occurred on both sides of the ledger equally. I think most of you know how I feel about it. So, we'll leave it at that. But Bill Tompkins has so much to offer. His first book is out. He's going to be authoring two to three more along with Dr. Bob Wood. And we are being able, through his kindness and generosity, to share a little bit of some of the future topics and information that he will be offering in the books yet to come.

TRW: bought by Northrop Grumman

Bill: I'd sort of like to get into this situation for the TRW program where we had like unlimited funds to study anything. And TRW was this massive campus on Space Park Redondo Beach, California. And it's about twelve blocks from the beach where all the girls wear bikinis.

Jeff: You would notice that Bill. Uh-huh.

Bill: Oh yeah. First things first. But the fact that the campus was one thing and then there were several hundred classified laboratories. And these actually contained most of the extraterrestrial side of TRW. And I think like we've said before, Northrop Grumman borrowed a lot of money and they bought TRW. So, they get all this fantastic stuff that's going on and has been going on to assist in their endeavors to go out in space. And secondly, Northrop borrows a bunch more money and they buy the Newport News ship building company in Virginia, the people that build Navy aircraft carriers. And so then they take all of the Northrop engineers and let them climb all over three aircraft carriers under construction. And they use this information to do their detailed design of their kilometer and four-kilometer-long spacecraft carriers for Solar Warden space battle groups. It's well-established that they built eight separate space battle groups by 1982.

Jeff: Eight battle groups. What would a battle group be composed of?

Bill: It's very similar to a Navy carrier group. You have one, sometimes two carriers. You have like four cruisers and you have maybe four to six destroyers, backup support ships, and then a couple of submarines way ahead of the battle group. So, you have sort of the same type of service cruisers, for instance, for the space cruisers and then space destroyers. And incidentally enough, standard U.S. Navy attack submarines. There are some twelve to fourteen U.S. Navy standard attack submarines that have had the nuclear propulsion removed and electromagnetic antigravitation propulsion installed.

Jeff: That's fascinating. Same construction, right?

Bill: Yeah. And so, it was the quickest way to get out there. Okay? So, we actually have the submarines *(in orbit)* brought before the spacecraft carriers went out.

Jeff: They would simply take the front drive and the two added wings off and streamline them a little bit, replace the power plant. They'd have the same dual-hull construction, and they just fly 'em up into space. That's very interesting.

Bill: If you stop to consider this, it’s already a pressurized structure.

Jeff: Of course.

Bill: It’s got everything setup. So, why not change the propulsion and use it an operating submarine in the galaxy?

Jeff: Perfect transition idea. Yeah. Of course.

Bill: Real cool. And so, Solar Warden itself is very ancient today and there are six more far more advanced four-kilometer-long spacecraft carriers under construction now.

Jeff: four clicks long. four kilometers long. Why so big, Bill? These are massive. What's the need?

Bill: Okay. A lot of people question this. They even question an aircraft carrier against what you can do with a submarine. But they combined, which would have been a landing assault aircraft carrier. Now, this is an aircraft carrier that doesn’t look like a nuclear carrier and it’s not nuclear built, but it is like 800 feet long. It sets higher, has more decks, and sets higher above the water than the regular carrier. It doesn’t have the angled flight deck, but it has either helicopters or VTL (vertical takeoff and landing) aircraft. And this is a marine ship. Of course, it’s Navy, operated by the Navy, but a landing assault aircraft carrier has a tremendous size inside hangar which then what they do when they get to the area that they were gonna have the battle, they go towards the coast. They flood the rear end of the of the ship. Water comes in and they have all these landing assault boats with personnel in tanks in the boats. The door is opened in the back and they just float right out, and they go back to shore and drop off the personnel and the tanks and go back and get some more. So, a landing assault spaceship then is designed into what would have been just a spacecraft carrier.

Jeff: But Bill, excuse me, wouldn’t that require a complete— They might as well build it from scratch. They’ve gotta double hull everything. They’ve gotta make it habitable for crew. They have to have airlocks. They have to have all kinds of technology. I mean, they can't just take a landing assault carrier, put a new power plant, and fly it up into space. They’re not airtight.

Bill: No. No. You're absolutely correct and we're not saying that. What we're saying is that the class of surface ship Navy assault carriers design is then used in the larger spacecraft carrier which binds that mission. So, you actually don’t take a landing assault and then redesign it for space. You start from scratch and design a new spacecraft.

Jeff: So, it's a member of the strategic tactical fleet, so to speak, that

they're using in space. It's one of the primary capital spaceships in space.

Spacecraft carrier battle groups

Bill: And sort of an easy way to address this. For instance, if we have the Nordic Navy spacecraft carrier groups, they might have twenty of the complete battle groups. Okay? But the problem here is that the numbers are not for certain, but the problems in percent *(are)* pretty close. The Draco-Reptilian type space battle groups instead of being twenty are 200. The Nordics would have twenty of them. The Dracos would have 200. So, this is a disadvantage for the Nordic Navy.

Jeff: Bill, pardon me again. Are we to assume that this much fire power is or was lurking around this planet in orbit or did it come down to the ground level at any time? That's a lot of stuff.

Bill: Okay. They definitely do not come back down into the ground in most cases. Yes, they have very large cruiser type spaceships which can come in the atmosphere and they are streamlined in shape. But if in space and as long as it's operating in space, it can be triangle shape.

Jeff: Or square, or circle, or look like an automobile wreck. It can look any way it wants.

Bill: Yeah. You can add all kinds of garbage hanging out the side of it.

Jeff: Right. Well, wait 'til you see these pictures tonight. Some of them are suggestive of that. They're just extraordinary. I look forward to getting your response too on that. Okay. So, we have Reptilians with 200 battle groups. We have the Nordics with twenty-eight battle groups. Are these two opposing intelligent life forms at war or are they giving each other some kind of mutual standoff status? What was the situation between them?

Bill: Okay. At one time, we understand that the Nordics did take out years ago a group of Draco-type navies and removed them from that area that the Nordic stars and planets are in. However, that was a long time ago. And so, there are both skirmishes and wars existing now if the information that we have is correct.

Jeff: One more thing please. When you say 200 battle groups, we're talking about spread out all over the— certainly the galaxy, right? They're not here.

Bill: Yes. You're not talking about those ships even parked out in—

Jeff: I got you. I just wanna be sure people understand. This is the big picture we're talking about. All right.

Bill: Very big. And unfortunately, this is what we have to deal with. And

so, it's also understood that the Draco-Reptilian group have owned this planet for thousands of years. Now, they allow other civilizations to come into the planet and operate to their own agenda requirements. So, you may have as many as fifty other extraterrestrial civilization people who are here implementing their programs.

Jeff: I see.

Bill: So, what this then appears to be is that this planet Earth is simply a large laboratory being used by many, many different people for all kinds of different agendas. And the Draco-Reptilian groups sort of own this part of the Milky Way arm. So, we're in a position where, yes, they got the control. And at time, the Nordic people with the white hats are able to get in here along with other extraterrestrials and help us. And that's what's taking place now.

Jeff: And just to recap, the Draco-Reptilians were the group that made the agreement with the Germans in the `30s to help them with technology in exchange for being left alone for their own devices I assume, but they are the ones that allied with the Germans. They're the dominant visiting ET life form on this planet. Correct?

Bill: Wearing the black hat.

Jeff: Yeah. In this end of the Milky Way. Right.

Bill: Yes. This arm of it. And so, the program was to separate us from the control that these people had -- the Dracos -- who made the agreement with Hitler and with the Third Reich. They gave them all of this equipment, like seventeen different types and classes of spacecraft equipment, battle group equipment, and then put that in production. And so, the mission again of Hitler and the Third Reich was to enslave most of the people on this planet and put them to work building thousands of these seventeen different classes of spacecraft, military naval ships, and support the training for the personnel for this. Then they planned to have the extraterrestrials attempt to work together with the German Navy with their own battle group of spacecraft ships, operate with the Dracos out in the galaxy and take over other stars' planets and enslave those people. And that type of an understanding of the mission sort of puts a different light on what Germany was actually doing.

Jeff: One question. One wonders if all that is true, why would the Dracos allow Germany to lose the war?

Bill: Okay. That's another of these 64-dollar questions. The approach that was used got sort of mixed up and more of the support that the Germans were getting in World War II from the Dracos were moved to another area almost

parallel to what the Nordic navies had where they were at war not just with the Dracos, but with other civilizations out there and then had to go back and support their own areas. And so, whether that's the actual reason, I guess I have to say I can't answer it. But what took place was with Paperclip and with the fact that a good 70% of everything in Germany in the underground production plants building these spacecraft ships was moved to Antarctica. And even the slave laborers were moved down there too so they can continue this program.

Jeff: You mentioned that the Germans were given one of three so-called cities down there. Large developments. Large, large scale developments that weren't being used by the Reptilians. That that's where the Germans set up their primary manufacturing down there.

Bill: Yes. And I know there's been some discussions on who did what and it's come out that a different civilization may have implemented some of the things that were taking place in Antarctica before the Germans were there, but it was definitely the Draco-Reptilian group that made the agreement with Hitler and the Third Reich to remove everything. Even the backup plan took place way before they lost the war. To move everything to Antarctica. Continue production there and operate from there out in the galaxy.

Jeff: So, maybe the war was kind of just written off as not particularly important given the size of the project that was going on in the Antarctic. It just dwarfed the war and they got most of the German upper class out of Germany as we know, moved them to Argentina. We flew them. The American Air Force flew them in DC-4 long range aircraft. We took them down in ships as well. We flew probably tens of thousands of Germans from Germany to Argentina. And the rest of the scientists of course that were involved with Paperclip made their way over here in the years after the war. This is all very interesting.

Bill: And actually, you're finishing the second half of this statement because you get Paperclip. We get all these people *(to)* come over and some of the first efforts being developed were to develop a vehicle like the Apollo vehicle. So, essentially, the same Germans that actually were 80% of NASA were able to accomplish some of the previous missions that were designed way back in Germany before. And you'll have to address that there are literally hundreds of missions. It isn't one mission, but there's hundreds just like any war. You have one hundred different ways to implement the war. And so, we're dealing with a situation today where it's necessary for us to

address the best we possibly can with the Nordics to let them get through the screens, come aboard, and help us implement our plan to leave this planet and/or get Reptilians off.

Jeff: All right. Okay. Go ahead.

Bill: Just wanna say one thing on this part of it. You have to ask yourself why in the secret think tank at Douglas— Now, this is in my book. Why did I and some other people design 17-kilometer long space transports to transport people off of the planet? Who initiated that? Who came up with the requirement? Yes, I did much of the design, but I'm asking who said to do it. And somebody like the Germans had their program to have thousands of large transports and leave the planet which was already in trouble not just from other countries, but from the standpoint that this planet Earth has a lot of geological problems. And like I mentioned before, my cousin, John Walter Haldane, a geo-astrophysicist, was one of the people in this country who did the large hole drilling program in the Atlantic ocean. He came up with all these programs to implement simply leaving the planet because of the planet's historical history of not just one Noah event where the planet gets flooded and some of the continents disappear, but others raised up out of the ocean that weren't there before. And then you have the other situation where you have thousands of volcanoes going from Alaska to Antarctica all at the same time down the West Coast of United States and South America. All these other things that we now know geologically the planet is not as good as it should be. And we've started to find out that there are other planets out there who can be not only larger, in a better position from the star, and not be subjected to the problems that the sun can present to the planet. And I think that this is another whole area that needs to be addressed.

Jeff: All right. Very good. We have to pause now, Bill, on that note if you can hold on please and we'll take a break and come right back. This is all very interesting. This goes back, back into the 1930s. The Nordics were here involved. And one quick question, a very quick question, Bill. Was all of this common knowledge with the Admiral Rico Botta? Yeah. Was he up to speed on all this or did this come to you later on?

Bill: No. He was definitely *(aware.)* And remember, his mission was from the Secretary of the Navy Forrestal and that's who he worked for. And he didn't work for Naval Intelligence. He didn't work for any other intelligence agency. He was completely independent and, yes, he knew all of it. And yes, he did not believe a substantial part of it until other information came in.

Jeff: That’s remarkable.

Bill: So, we documented the information, and we did implement it.

Jeff: All right. Okay. Thank you. Hold on, Bill. We’ll come right back with hour two of our conversation tonight, which has many potential directions to go.

Jeff: Okay. Here we are back with our special guest, Bill Tompkins. Let's keep going and kind of get caught up here, Bill. We've got so many things you'd like to talk about. You're gonna have to come back again I'm afraid. There’s so much in your mind that it's remarkable. Now, so, the admiral you worked under, we recently got a biography, a sketch on him, some of his naval assignments. His name is Rico Botta. Right?

Bill: That’s correct. You can see where he signed the receipts to leave the base. There’s copy of those in the book. And it’s difficult to get that answer from looking at the way he signs it.

Jeff: Sure. I understand. Okay. Very good. For those of you who have been listening, that's the gentleman that has been in charge of this operation, the debriefing of Americans who were sent into Germany during the war and who were rotated out and back home here and with whom Bill Tompkins sat as they were debriefed in front of a very small group of people. And they brought back photographs of some of the German flying discs and other very secret information. I don't know how they got it, but apparently, they did. That's what Bill Tompkins was hearing during the war as a young man. And because of his prowess and his gift to designing, he was brought into the top level of this program. There may be something else at work here too, Bill. Not just your ability to design that you were pulled in for. We don't know, but strange things happen. That's all we do know.

Extended life

Bill: Okay. I wonder if we could talk just for a few minutes about extended life.

Jeff: Sure, we can.

Bill: I'd sort of like to go into that because, again, at TRW Space Systems at Redondo Beach, they had, like we mentioned before, they had laboratories, not departments, and then they had sub labs in those laboratories.

Jeff: TRW was very unusual corporation. Very unusual. Actually, we didn't know it at the time, but it was owned by the oil companies. And they controlled the medical part that we were doing because we had a lot of advanced works on advanced medical. Okay? But we didn't know that they controlled that too in the country. Life extension.

Bill: Yeah. And life extension. In the three labs that are working this program independently, my effort was not that I was a doctor that did surgery or whatever. My involvement was with using our military program for developing ballistic missiles, or space satellites, or space vehicles. And so, it's called System 375 and that's concept phase, definition phase, acquisition phase, and operational phase and then every block is put on that big long piece of paper identifying what has to take place and in its proper order for thousands of events that need to take place to develop the spaceship. So, I took that same philosophy, and I took it into their advancements of addressing how to live longer. And so, I'm not saying that TRW started this, but TRW had three separate labs and their sub labs working on three different ways to accomplish this.

And so, essentially what they came up with -- now, this is like 1969 -- what they did is they got into the surgical part, and in that effort, they found out…Well, first of all, they cured cancer. And then secondly, they identified like Dr. Bob Wood has said in his book,

"Alien viruses", which has been out now I think a couple years. In Bob Wood's book, he identifies different types of viruses and different things including cancer that was given to us on this planet to help control our lifespan by the extraterrestrials. And so, what this got itself into is how can we do surgery better; or do we need surgery? Now, I wanna use one example. Like my situation with this girlfriend that I've been going with now for 64 years, we did get married.

Jeff: You did? — You shouldn't have bothered. 64 years surpasses

marriage. That's wonderful.

Bill: With the same girl. Wait a minute. With the same girl. Okay? She's blonde too with blue eyes. Okay?

Jeff: She looks like she's about 23. Right? You grabbed one of those Nordic secretaries is what you're trying to tell us.

Bill: Okay. Now, anyway, in this program, then, they were doing all of the different types of surgeries. I won't explain this because my girlfriend has had the program where she had the problem with her knees. Well, it was caused when she got cancer twice and they gave her part of the medical drugs that they give you. And this then removed all feeling of everything below the knee. So, she doesn't know where her feet are. So, she has very big problem trying to walk. Anyway. So then, she had the problem with the knees and the bones started at the knees grinding against each other. So, she goes in to see Dr. Sheera (*name unclear – Ed*) in Southern California and he takes this great big quarter inch needle and then pushes it into between the knees and he puts a drug in there.

Jeff: He puts what in there?

Bill: He puts a chemical in there. And he does this four times and then it doesn't work so you gotta have surgery. Right?

Jeff: They usually replace the knee now. Yeah.

Bill: Well, what they do, they chop your leg off. Okay? They chopped her one leg off and two years later she chopped the other one off. Anyway, they chopped off—

Jeff: Wait, wait, wait, wait, wait. Bill, wait a minute. She had arthritic knees and they cut off her legs?

Bill: Yeah. And then they put this big block of wiring in the lower part and another part in the upper part of her leg. Okay? And then they sew it all up, but it's tremendously painful. Still doesn't work. So, at TRW, they came up with a different method of curing this problem. They came up with the exact same material that your knees have got right now. Okay? Between the top and the bottom bone. The same material and they put that in at TRW with a tiny little needle.

Jeff: You're talking about cartilage?

Bill: Yes. And so, that completely cured that medical problem in 1968-1969 time period, but the oil companies own the drug companies, and they own medical industry.

Jeff: Oh sure.

Bill: So, this surgery continues ‘til today. We still got it, but there’s no reason for it. Not only did they cure cancer, which they found out was an extraterrestrial virus, but they fixed the knee problem for everybody, but nobody is getting it today because it’s still classified.

Jeff: Who figured this treatment out, Bill? Was this an ET gift or did our scientists figure it out?

Bill: It was both actually. And TRW was being supported by more than one Nordic-type group. And they were in some areas hardly supportive. In other areas, they almost came up with the exact thing we needed, and we got it free. But the point is it never got out of the facility.

Jeff: I understand.

Bill: In other words, they’re never allowed to use this, and I don’t think people realize this.

Jeff: They don’t. Now, they have knee replacements and hip replacements that they do all the time for people. Different technologies they use.

Bill: Actually, we don’t need that. We don’t need that.

Jeff: Yeah. Well, you’re saying that they were able to inject with a chemical in the late `60s and have the knee regenerate cartilage and basically rebuild itself. Now, I have only one good knee left. My right knee is gone. So, what you’re saying makes a lot of sense to me, but they did something to her that sounds almost barbaric rather than—

Bill: Yes. The needle was a quarter inch. It was—

Jeff: No, I don’t mean the needle. I’m talking about the metal rods they put in her leg.

Bill: Well, it’s a big metal. It’s like riveted to the lower bone and the other one on the top is riveted to the upper leg. And this is insane. I mean, this is medieval surgery.

Jeff: Right. Well, so is chemotherapy, radiation, and disfiguring surgery. Ridiculous. It’s not necessary. There are many cures for cancer. What about life extension, Bill? You’re 93 years young and you sound like you’re in your 30s or 40s and it’s amazing.

Bill: I’ll tell you. I signed up for this program. Anyway, so, what happens is when you sign up for this program, I want those listening to this program here to listen carefully to what we’re gonna say because this is fantastic. So, what was developed or being developed in say `69 at TRW was a fix for this other problem. And so, the problem is the fact that people are stepping out of the picture in their `70s. There are some of them even in their `60s and they

don’t even have time to contribute. They were doing these studies. Okay? You can’t do it in fifty years here. So, they came up with what’s essentially easiest, with four pills that one should take over 3-1/2 to four months. And of course, it’s not an aspirin. It’s a pill. It has this chemical in it. And what happens is you immediately feel better. Okay? Gradually over that 3-month period or sometimes two months, depending on your system, the memory for men will revert back to twenty-nine and for the girls revert back to twenty-one and we’re talking about everything in the body is what you would have when you were twenty-nine years old. Okay? Everything.

Jeff: Total rejuvenation. Yeah.

Bill: Yeah. Except your brain now has a capability of over 400% of what you had before. And now, that’s not really hard to do when you realize you’re only *(using)* 2.3% of your brain because you’re smoking the pot that comes out of the sky every other day in United States now where the extraterrestrials are dropping the gasses on us. So, what happens then is that you’ll revert back to twenty-nine and the young ladies to twenty-one and you stay there like Nordics. Now, not everything in the Nordic body if we defined it enough exactly the same as us, but it’s very close. So, those people live a lifespan of 1,500 to 2,200 comparable years.

Most Nordics. So, other extraterrestrials live longer and some live much less. But if we’ll accept the possibility that we are still related and the Nordics are our cousins even though we have slight differences, there’s no reason why we should be stepping out of the picture at seventy or eighty years or even less. And so, this program today -- you can look it up on the computer. All you gotta do is type in extended life. Type it in and study it because enough information has been released to where they are convinced that in less than two years — well, that’s now less than a year and a half ago — the decision was made that this will really work and that it can be implemented to essentially anybody that desires to do this. Now, if you compare what we just said to the Nordic people at this time and space are here to help us fix our problem with the extraterrestrials that aren’t too good and you compare that we could live the 2,000 years that the Nordics can live. Wow. And that means that, like the TRW requirement was, you don’t contribute enough. You may have your doctors in five or six different fields, but it doesn’t do much good because you don’t have time to contribute. And this is the way TRW addressed this problem. And so, the three separate laboratories that were working this came up with the same answer. And since

the 1968, 1969 time period to today, this has been implemented and is being implemented by the four largest medical groups in United States. Scripps, right here in San Diego, is one of the groups that are working on this right now as we're talking. And I think that as unreal as what we've just said, once again, there's things taking place the public is not aware of. There's documentations on it. Yes, you have to look it up. Somebody has to tell you about it because it's not in the newspapers. It's not in conventional TV. It's not even in the news part of the computer news agencies. But look up those little words and you're gonna have a real surprise.

Jeff: All right. Give the words again.

Bill: It's simply "extended life". It's just two words.

Jeff: Not life extension. Extended life. All right. I wanted to be sure about that.

Bill: So, I'm just suggesting that the audience when they get a chance look that up and maybe smile a little bit.

Jeff: Now, you, my friend, are ninety-three. All right? You may live another ninety years. Who the hell knows? I'm gonna ask you a question. It's none of my damn business. You can tell me that if you want to. Are you getting kind of longevity life extension help from anybody to remain so healthy and vibrant or did you pick things up along the way that you've incorporated into your life that enable you to be every bit as on top your game as you probably ever were?

Bill: Okay. I still got a lot of hair. If you saw a picture of me, you wouldn't believe it now. And my hair was receding forty years ago and then it started coming back. But to answer your question—

Jeff: Well, the question is why did they start coming back? Something happened forty years ago.

Bill: Okay. Yeah. And so, this little blonde girl, the one that worked—

Jeff: They're trouble, Bill. They're trouble. Blondes are always trouble. Remember that.

Bill: Okay. I know that. But also, she's helpful. Okay? And interesting enough, as naïve as you can accept, you don't smoke, and you don't drink.

Jeff: How did you know that? I don't smoke and I don't drink. How did you know that? Oh, I'm kidding you. Go ahead.

Bill: No. I didn't know that. I'm just saying this is what this blonde—what my secretary was telling me. I knew it was the secretary. Darn it. I knew it. All right. Yeah. And somehow, I didn't believe she was Nordic. It took me

2-1/2 years to finally— I had her for almost three years. And even my assistant engineer executive, he didn't believe she was either, but it turned out that everything that she came up with, massive changes to the NASA program that's being done incorrectly. And she comes up with what we have to do. She telepathically gives it to me. Sometimes verbally. And we then study that part. Come up with a proposal to change to that. It ends up being one with some 37 proposals of three massive changes to the Apollo program. And so, you gotta say, yes, maybe she really was a Nordic.

Jeff: Yeah. Especially when you hear her voice in your head and she's looking at the other direction and her mouth isn't moving. It's kind of a giveaway there's something going on.

Bill: Something going on.

Jeff: Yeah. As you know, my father was a public relations director of Douglas Aircraft and then McDonnell Douglas. He used to the Cape all the time for launches and Vandenberg. And he would talk about the beautiful staffers they had there. He actually mentioned the secretaries. So, they had them at Douglas also.

Bill: Yeah. They did have I would say not only the pretty girls, but the brilliant ones.

Jeff: They're all very smart. Oh yeah, he said that. Yeah.

Bill: And we also had something else that none of the businesses had. No other aerospace company had it. Not even the biomedical. We dressed sharp all the time. Everybody did. The draftsmen did. Everybody had a tremendous part in this unbelievable Apollo thing. It was crazy.

Jeff: Yeah. My dad dressed up the same way, Bill. Suit and tie. Classy coats. Oh yeah, always dressed to the nines.

Bill: Even the janitors were sharp. It was unbelievable. And it's not just my assistant and I did this. They all did it. The draftsmen. As soon as they came onboard, they did. And so, part of this was attitude. Part of it was collectively doing something fantastic. Everybody enjoyed it. It was unreal.

Jeff: I was just a little, little kid, Bill. I remember my dad was obviously very happy in his work, intrigued. He would go to the Cape for a launch and there were things he could say and things he wouldn't say. He'd come by and see me on the way to Vandenberg. I lived in Santa Barbara. And he was in a very unusual and interesting position. Just not as well as situated as you, but I got a definite feeling everything you're telling me makes perfect sense to me.

Bill: It's amazing really. I rather think he enjoyed it. I think he…

Jeff: Oh, absolutely. You got it. He did.

Bill: Wait a minute. Nobody was forced to work. Everybody couldn't wait to get to work.

Jeff: He never acted like it was a job. He loved it. You're right.

Bill: That's correct. Yeah. That's exactly. Your dad was exactly the same. I think the whole thing was amazing. Yes, the whole thing went down because the manufacturing, marketing just totally destroyed the company, but that's a whole different story. But I just wanna say this thing of extended life is real. Yes, there's gonna be problems with it as many people get into it and like anything that's new is gonna happen.

But I think the fact that this is potentially going to happen right at the time when we have the opportunity to either fix whatever extraterrestrials are doing to us, stop it and/or leave the planet, go out into the galaxy where there are billions of other stars with planets that don't have the structural problem that planet Earth has.

Jeff: Interesting. So, geologically, this place is not to the liking of some of our visitors. All right.

Bill: Yeah. And so, we've learned this from many of our visitors and we've learned a great deal more of what's out there.

Jeff: Well, we've got thousands of volcanoes and many of 'em around the ring of fire, which has been predicted in forecasts by type of people from the prophet series. We're getting into clearly a geologically much more active period. Not to mention the climate on the planet. We've got earthquakes. We've got volcanoes. We've got massive storms. We have weird weather. It's not the most stable.

Bill: Yeah. We didn't have the Pacific continent climbing up on top of the American continent. They're pushing it down into the magma.

Jeff: The Pacific plate. Yeah.

Bill: It's ridiculous. Now, we don't talk about it, but—

Jeff: Well, that's the Cascadian— I think it's the subduction fault, but the Cascadian fault is where the Pacific plate and the North American continent collide and one is the Pacific is going over pushing the continent of U.S. under and it is so over torqued right now that there are people in geology who suggest that the next Cascadian earthquake off the coast of Oregon and Washington will essentially cause a tsunami so big that everything west of Interstate five if you look at a map will be washed away, or lost, or damaged. That's what they're suggesting.

Bill: That's correct. Yes. You've got it correct. Yes. So, maybe it's possible that we could move out there and we wouldn't have all these problems. Anyway, I didn't wanna make a big deal out of this, but I think the two areas are extremely interesting and related particularly to the Nordics who actually are putting together a program to help us out. I think it's great.

Jeff: Well, I'm here and I'm a volunteer. So, if they wanna come along and make me an offer I won't refuse, I'm here.

Bill: Okay. I'll join the club.

Jeff: Okay. All right. Now, let's bring George and Frank in here and then we're gonna shift gears and go into time travel next.

Jeff: All right. Let's go back to William Tompkins now. And Bill, are you there?

Bill: Yes.

Jeff: Okay. Medford, Oregon. You had a luncheon on a hill in the Medford, Oregon area. Medford, Oregon is in the Rogue River Valley and one of the most beautiful rivers in the Northwest certainly. And it's a very nice area. There are no nuclear targets or nuclear power plants anywhere near here. And before Fukushima, it was upwind of everything. Now, there is no upwind anymore because Fukushima is spewing its garbage and death over the entire northern hemisphere all the way around the planet. But that be as it may, let us ask you to tell us about this luncheon you had on the hill.

Bill: Okay. We had a Navy league group that I started, which is this month, 56,000 people in the U.S. Navy's Navy league. We're not members of the Navy, but Theodore Wilson actually started years and years ago, but it's a support group. It has two missions. One, to support families and the Navy personnel. And then the second is technical and it works in my area with aerospace and with biomedical of course. So, there was a very unusual thing that took place. My wife and I were heading for a vacation and we wanted to move up to Oregon. Get out from underneath all the pressure after the Apollo program laid off, I guess almost immediately half of the people. 40,000 people.

Jeff: So, this would have been in the early 1970s?

Bill: Yeah. A little later than that.

Jeff: All right.

Bill: And so, we moved up there and we drove all over back up to different areas in the state. And we liked Medford. So, we moved up there and rented a place and then I designed a futuristic house and I wish I had the

photographs, and you could see it. But anyway—

Jeff: The house was built, Bill? You built it?

Bill: Yeah. And I had this contractor to build it for us.

Jeff: I'll go see it if you get the address to me. Don't say it over the air, but I'll go see it. That would be fun.

Bill: Yeah. And I think you could really get a kick out of it. Anyway, there were some things wrong with the direction of the house that we didn't care for. And so, we made a lot of money. We doubled our input, and I designed another place which is really futuristic. And it's facing out toward the Pacific on the side of this volcano. It's an extinct volcano.

Jeff: Mount McLoughlin?

Bill: Yeah. It's on the east side of Medford.

Jeff: Yeah. That's Mount Pitt or Mount McLoughlin. They have two names for it.

Bill: Yeah. McLoughlin is what most people called it.

Jeff: Right.

Bill: Okay. Anyway, we built one on a lot that faced out over the entire valley. And you can't see the ocean, but you can see everything else. Fantastic view. And it has glass all around it. We love it anyway.

Jeff: I know the area well. That volcano is not far from Lake of the Woods. One of the lakes up here. And we see it. And I go up there and you can see it's a spectacular mountain. And so, you were on the lower side of that. Yeah.

Bill: Yeah. There's a lot of the homes there now anyway because people have this view. Anyway, I started this Navy league council. I got a hold of a fellow that I knew that would have been in the Navy. He lived up there. He was a Captain. And I talked to him. And so, he didn't go into the extraterrestrial which is the whole thing I started with. But anyway, he and I worked together. I had the ship models and I put those in the big mall there in Medford, put it in stores so everybody could see it. And they got the advertising in the paper about starting a new Navy league and then they had gathered seventy people in less than four to five months. Half of those were all ex-Navy officers and most of them had their own airplanes. And so, we put together this program and we started studying extraterrestrial. And we did that by having the regular meeting first. And then after the regular meeting, we then went into all the aspects of extraterrestrial. And one of the things that was extremely interesting there was that of these ex-Navy officers, many of

them were pilots, Navy pilots. So, they had their own airplanes. They had their own businesses. And so, they flew their planes all over western United States in their business. So, obviously, they had to fly around the mountains. And of course, that was to find the doors that the UFOs kept coming out of and flying into. So, way before I even started this council, that's what these fellows were doing. They're trying to find the doors. And they got hold of these big marine trucks that had six wheels, four in the back and two in front. And so, they would drive all the way around the base trying to find the doors.

A visit to Mount Shasta

Jeff: This is in Mount Shasta?

Bill: There are no doors. Mount Shasta, yeah. It's a massive underground extraterrestrial facility. And so, these fellows have their own planes. And if they're coming in from the south, they go by the mountain and here's the UFOs coming out. And as they go east, they go to the north side of the mountain and here they see UFOs flying in from outer space and going into the north side.

Jeff: Did they see an opening, or did they just see them go down and disappear into the mountain?

Bill: They disappear. There is no door. And they never found the door. So, the molecular structure changes and allows them to enter.

Jeff: Or how about this? Maybe they did have a big opening, but there was some kind of a visual screen, a hologram that made it look like it was part of the mountain that they could fly right through it. That's an easier route.

Bill: Okay. That's an easy route. I'll buy that one. Anyway, this was very stressful for all these guys. And so, they were into the extraterrestrial before anything got out. So, one day, the mayor was in this group. The High Commissioner Rick Holt was in this group.

Jeff: I met Rick a couple times. Okay. Did you ever find out where he went?

Jeff: No. He actually lived about a mile away from me. He was defeated in one of the — ten years ago or something like that. He made the trains run again here. He was an interesting guy.

Bill: Yeah. Very interesting fellow.

Jeff: I didn't know him. But if he was in your group, that was the sense I got when I talked to him. He said he knew a lot of stuff. We got to talking about a little bit of unusual paranormal sorts of things and he was right there. So now, this makes sense. Okay. Go ahead. Please.

Bill: All right. So, this whole group then, not everybody, but most of the group were into extraterrestrial. And this is fantastic because it's a lonely place. Mostly just farming and logging trees, but here's all this top Navy officers living there. So, we had them all in this Navy league council. And one day, into the office, somebody telephoned the office of the council and said that they were offering the council's— the board of special projects people a lunch. And so, whoever had answered the phone called one of us.

They didn't call me. But anyway, they said how many people could we have come. And so, he said, "Oh, we'd like to have your upper group of your special projects people." So, what's special projects because they knew what it was. It was extraterrestrial. So then, they were given instruction as to how to get to this mountain area and what roads to take and then when it got to be one-lane dirt road, how to maneuver up the side of this mountain which is halfway between Ashland and Medford. It's about fifty miles west and a rural area. Nothing around it. And it's a single mountain. And so—

eff: So, it's between I5 and the coast? It's west?

ill: Yeah. It's coast.

eff: So, I would pass Williams. It's way out there.

ill: Way out the boonies. Okay?

Jeff: That's bigfoot country.

Bill: Okay. All right. Now, so, we had about six cars I guess and there were twenty-eight of us. And so, we kept driving out 'til we went to the dirt road and then the dirt road finally turned. And so, this is interesting. Somebody made one-foot diameter signs which are round, and it had an extraterrestrial face on it. So, yellow sign. And these were put all the way from the freeway all the way to where you start to go up this mountain.

Jeff: Really?

Bill: Yes. Really.

Jeff: That's fascinating. Yeah.

Bill: Well, look at that. Okay? Anyway. So, we all managed to go stay together and we start up the mountain. Now, the dirt road that we have going up the hill on the west side, okay, towards the ocean, it had never been driven in twenty years.

Jeff: Was this an old logging road or something?

Bill: Yeah. And it's all eroded so that when you start up it was forty-five degrees off the righthand side where this road was and probably forty-five degrees all the way around the mountain. Anyway, we managed to drive like three miles an hour up the side of this thing. We get up to the top and all of a sudden there was a flat area, and it wasn't made of asphalt and it wasn't made of concrete. It was a nice, smooth, flat area. Trees all around so you can't see anything. This is up on top of the mountain. So, we drove on this for about two blocks and there was a split. So, we didn't know which one to take. So, we turned right, and we drove only one block, but there's trees. I mean, there's millions of trees. So, you can't see this other open area. And that other

open area has three vehicles and they're parked there. And different people saw different vehicles of the twenty-eight people that were for the luncheon. So, to me, they look like massive helicopters. They were bright colors. Silver, red, blue. Brilliant colors. And the landing gears were retracted, and they were floating. They were floating like five feet above this flat area. What in the heck is that? So, while we're trying to figure that out, we're getting late. So, we turn around and go back down to where we got on the road part and we drove about five blocks and on the left was this enormous hunting lodge. I mean, the ceiling was like four stories high.

Jeff: What was it again? A what?

Bill: A hunting lodge.

Jeff: Okay.

Bill: Yeah. Massive hunting lodge. And hardly any area for parking, but we parked our cars out front. So, we go inside. Nobody meets us in this great big open area that then leads down the hallway to this enormous room which had like 30-foot ceilings. And this young lady apologized for not meeting us at the door, but something was going on. Anyway, we're ushered in. Everybody is dressed in dress clothes and of course we were all in dress clothes.

Jeff: There were already people in. Bill, excuse me. Okay. You come across this hunting lodge three to four stories tall. That's enormous. You go inside and there's some kind of an event going on in there you say and there are other people in there you were led to?

Bill: There were like about thirty other people that were— They were getting a drink and they were talking. And so, they came over and they introduced themselves, some of them, and by name and everything. And they were so glad that we came.

Jeff: This is out in the middle of nowhere.

Bill: Yes, sir.

Jeff: I have one question, Bill, please. Who, again, invited your group to go out to this location and who knew about the location? How did you get invited to go out here?

Bill: Okay. That didn't make any sense either because we got a telephone call that came into the office, okay, and it said they were inviting several of the Navy league council people to lunch. So, that was then the information how to get there. If we approved going, they would then set the time up and the date. So, nobody got any information about who these people were, what

the agenda was. It’s just a nice lunch.

Jeff: You took it on faith and you guys all drove out there. And I know exactly what Bill is talking about and this is virgin territory. There's nothing out there except beautiful mountains and rolling hills all the way to the ocean.

Bill: And fantastically beautiful pine trees. Okay? They’re just gorgeous.

Jeff: Bill, hold on now. Wait a second.

Jeff: Okay, ladies and gentlemen, wherever you are around the world, welcome back. And we're talking to the remarkable William Tompkins about a luncheon that he had on top of a mountain. Well, the mountain probably I'm gonna guess will be 5,000 feet, something like that, in elevation. And he and a group of nearly thirty people drove from Medford West throughout to out in the middle, literally, of God's country. Nowhere and there were very strange signs leading off the highway with round signs with an ET face on it all the way up to this mountain. And at the top of the mountain, as you just heard, was a very a strange— we call it paved or improved flat area. And at one point, they believe they saw three automobiles, but these automobiles were hovering above the ground. They weren't automobiles. And this is daylight. They drove back down the road and found an enormous structure, four stories in height, walked in, we're not greeted by anyone. And finally, a young woman came up and apologized and took them into apparently a large meeting room where there were about thirty other people. Take it away, Bill. Let's hear the rest.

Bill: Okay. Just one thing about the three vehicles. My impression was that these were three massive helicopters like they we would be maybe 100 feet long.

Jeff: That’s awfully massive.

Bill: Yes. But other people didn't see the blades on the top. So, there were different versions of what those bright painted vehicles that were five feet above the ground with no landing gear. And so, we’re into a different life here now.

Jeff: Got it.

Bill: So, going into this great big room—

Jeff: What was the building like, Bill? I’m sorry. What was the building like? Was it wood on the outside like a log cabin building or was it more of a modern construction? What was it like?

Bill: It was all wood.

Jeff: All wood. Okay.

Bill: Wood-roofed and sort of old-looking like it had been there for a thousand years, but obviously it wasn't. But the size of the main living room was enormous, and it had all these heads of bears and lambs, you know, that had been cut off and put on the walls and all over it. All kinds of pictures of different animals and this sort of thing.

Jeff: African animals. Lions.

Bill: No. No. Not—

Jeff: Oh, mountain lions.

Bill: Mountain lions. Okay? And bears. Must have been twenty different bears down the one wall.

Jeff: Wow.

Bill: They were on three walls. The other wall was all glass with a gorgeous view. They were all talking and they said they enjoyed having us there and there was just sort of introductions and a drink before lunch and then they escorted us then into this big, big dining room, which was separate. And the west side of that had this fantastic view out towards the Pacific Ocean. Unbelievable.

Jeff: Could you see the Pacific Ocean?

Bill: No. We could not.

Jeff: No. You're too far inland—

Bill: We were high up. Yeah.

Jeff: Yeah. Okay.

Bill: Too far high. But it was a beautiful view.

Jeff: I bet.

Bill: I mean, spectacular.

Jeff: Yeah.

Bill: And the interesting thing about this is that who were the people in this Navy league council and where did we meet? Well, because the airport commissioner, the guy that ran the airport, the—

Jeff: Medford airport.

Bill: Medford airport. We used his conference room for many of our meetings.

Jeff: I see.

Bill: We had some of our meetings at the mayor's office and then we had some of our meetings at the commissioner's office.

Jeff: Rick Holt's?

Bill: Rick Holt. Yeah. Now, I was wrong in saying that somebody called

the office. I remember now that Rick Holt got the call. Okay?

Jeff: Uh-huh.

Bill: And I've talked to his son later, but that's one of the people you might wanna check with. But anyway, Rick was very knowledgeable. And this is important in the fact that he attended this rain dance. Okay?

Jeff: Oh, he was with you in the group that went up there.

Bill: Yes.

Jeff: Okay. I didn't get that. I got it now. Yeah.

Bill: Okay. But Rick Holt, his family is Senator Goldwater's family.

Jeff: I didn't know that.

Bill: And so, everything that Goldwater was doing, Rick Holt would repeat in the meetings because Goldwater was involved in the government at a very high level on military and he had been a general in the Air Force and this man knew all about extraterrestrials and everything that Goldwater knew Rick Holt knew because Rick Holt, when he was gone, he would be over with the family in Goldwater's house. And he would bring his family, take the kids out of school, and fly over to Goldwater's house. And they would get together for another two or three weeks. And so, the kids would be pulled out of school while they're doing this.

Jeff: That's amazing.

Bill: And so, he knew everything about extraterrestrial. Okay?

Jeff: You know the story about Goldwater asking General Curtis LeMay — we've talked about that— about ET. And LeMay became furious and said, "Damn it! Don't ever ask me that again." He wouldn't answer.

Bill: Yeah. Don't ever ask me that again. Period. But they were very close individuals. They were friends.

Jeff: I understand. So, back at the lodge or whatever this place was, were you served food? Was there food there going on? What was going on?

Bill: After everybody talked and they had the drinks, we sat down with them. They sat on this long, very long table and we sat on the other side of one long table. So, we were facing the view in the windows. They were facing the wall.

Jeff: And the bears.

Bill: And the bears. And the deer. And so, the conversation was everything normal until one of them said, "We're very interested in what your thrust is." And so, these people knew exactly what our thrust was. They knew exactly what we were doing. They knew every individual that was in the

council. They knew all about their families. They knew they were in the Navy. They knew they were officers, whole ball of wax. They knew everything about us. And so, as this progressed and more questions were asked about extraterrestrial, and what we were doing, and other areas in the northwest where extraterrestrials have been very heavy— Like a lot of people don't know that the big tower in Seattle, Washington—

Jeff: The Space Needle.

Bill: The Space Needle, that's a copy of one of the UFOs that everybody saw up there and landed. In fact, two of those vehicles landed close to like three miles outside of Seattle believe it or not. And there was the whole story that goes with it.

Jeff: Yeah. Bill, what did the people across the table look like? Normal folks? What do they look like?

Bill: They looked exactly like us except I would say they were better looking men and certainly more beautiful women. Okay?

Jeff: All right.

Bill: But everybody is dressed like we were. No difference. And then before one question was answered by us, everything changed, and dining room became all glass. Glass ceiling, glass walls. And we were not on the planet at all. We were way out in the galaxy in just one second. All of us. Now, they changed from the outfits they were wearing to frankly more skimpy outfits. Most of it white. And we were sitting at the same table, but it had changed to an all glass table. Our chairs were— They were like glass chairs or some sort of a plastic that's clear. Not the chair that we've been sitting on. And so, now, we're out in the galaxy. We're looking down on a massive futuristic city. And we are all talking and they're explaining things to us. And this went on for a good five minutes and then bang we're back in that place that we started with. Now, I say we were there for five minutes. But again, we've argued. All of us have argued how long were we really out there versus the time that we were in the old building. And everybody has got a different number. And the interesting thing about this is that there was no highway up to this facility. The only way you could get there was a helicopter. Only way you could get there. Or by some sort of a spaceship.

Jeff: You went up on a real ratty road though. 45-degree road.

Bill: Yeah. And so, it took us a long time to get there. They already knew it was gonna take us a long time to get there. So, they postponed that luncheon almost two hours.

Jeff: I see.

Bill: Because we were only doing three miles an hour and stopping because we're starting to slide down the side of the mountain.

Jeff: Oh no. Yeah. Wow.

Bill: And so, it really worried us. We finally got up there. Now, going back— And this is extremely important. Going back—

Jeff: Wait. Tell us more about the luncheon. What did you eat? What happened? And then you said goodbye and wound up the affair itself.

Bill: Yeah. So, it ended up that they were to contact us, and they wanted to get together some specific people and they named those people. And their mission was to contact this group of Navy people, ex-Navy people, and implement some of the agendas that we had and clear up some of the areas that we were— And I didn't get into what we really did, but like there's a fellow that— His name was Joe Royal. He's a Navy Commander. Now, listen to this. He's Commander of the Naval Reserve Center there in Medford. Okay? So, he took over this command by calling me and having me meet him for breakfast at the Red Lion Restaurant downtown. And he had spent the last seven years— part of the time was in Area 51 and the rest was in another facility much larger. His mission and his assignment, because he was a physicist and not just a Navy Commander, he had to decipher the materials used on the extraterrestrial vehicles that had crashed. He spent seven years doing this and he never could come up with the material as it really was. So, he was in a nervous condition. His wife and children were nervous because of him. So, they told him that his order was to take over this small Navy research center at Medford and this is putting you out to pasture so that you can recover and then you gotta come back and finish your job. Now, the guy who was also a Navy Commander that was head of that same reserve facility, because I had talked to him because we were using their facility for some of our meetings, okay, he got the orders that he had to go to San Diego, go aboard and command a landing assault aircraft carrier. He then froze. He couldn't believe it and he tried to get out of this job. He talked to me like we were brothers and told me the whole story. He knew that he would put up the wrong command. And when they're putting the water into the lab outside so that they get the tanks out into the ocean, he would go too far and sink the ship by his order. He knew this was gonna happen to him and he got a nervous breakdown. I never found out what happened to him, but he got replaced and went someplace. And this other fellow took over with this other

mission that he had. And so, we became good friends, the Commander of that base. I got together with friends of mine at the Naval Air Station San Diego which is Miramar. It was Navy at that time. And I wanted to setup a command center CCCICTC (Command, Control, Communication, and Intelligence Center Training Center) at the base, which is way out, way beyond the normal requirements of a reserve center. I had set this up. So, I flew down to San Diego. I went over to the base. I ran the car and went over the base. I talked to this friend of mine and he gave me fourteen F-14 fighter computers that were used for training F-14s. So, the commander there also shipped those up to the Naval Reserve Center for me. I didn't even have to transport 'em. So, I could set them up in a step-down area—

Jeff: In Medford?

Bill: …command center. At the Navy Reserve Center.

Jeff: In Medford.

Figure 23. Sea Cadet promotion used by Bill

Bill: In Medford. Yeah. And what was just outside of Medford. So, I was doing all kinds of stuff and we were training sea cadets. And these sea cadets kept joining. There were some of them families of some of these Navy officers and then there were other people and we have more ship models in them all and there was a second big group of people came in from that second group using the models for the Navy. And so, we were getting all these top families for these sea cadets. And so, the sea cadets then were instructed in extraterrestrial and that's where some of them actually after school in the rural areas went out to one of the farms, three or four of the kids. A lady would show up from the other side of the barn and she had the big display which floated. And she instructed them for another hour. And they did it like three or four times a week. And so then, that was taking place with some of the officers' children. Not just other people's family's kids. And so, this whole thing is about what we were doing with the regular stuff, but it was related to extraterrestrial. Those sea cadets formed their own space battle group for their training. They used naval officers and listed personnel names and titles just like they're in the Navy. We took them aboard submarines, aircraft carriers, destroyers.

Jeff: Where did you take them onboard submarines for example? Where did you go? San Diego?

Bill: San Diego.

Jeff: Uh-huh. All San Diego.

Bill: Yeah. And then I got Admiral Marsh who is commander of Naval Base Seattle. And he came down and throw holy water on the council at the Red Lion Hotel. So, I got to know him really well. And he made arrangements for me to take twenty-six of the top people in the council and we went up to the base. We were aboard the USS Alaska and we went out to sea for four days submerged. And so, the sea cadets got to do the same thing. And what that council is doing is literally unbelievable. I haven't even touched on it. So, it's not just what happened at that top of the mountain where all of us were taken out into the galaxy. Every one of us. Them and us too.

Jeff: Now, when you left the luncheon— You were gonna tell us one thing about when you left the luncheon.

Bill: Yeah. Now, listen to this. Okay? The mayor bought this new— It was like a station wagon. It had both the power in the front and the power in the back like the jeep would be. And so—

Jeff: It was a four-wheel drive vehicle.

Bill: four-wheel drive vehicle. Yes. And so, he managed to get it up there and he insisted that I sit next to him in the front and we had three other people in the back. So, we're going down this hill and we're starting to slip now off the driver side, which would be down the west side of the hill.

Jeff: Okay. Now, this is you're leaving the luncheon. You're going down the mountain and you began to slip. Correct?

Bill: Yes. So, we didn't actually turn over, but this happened about three times. And we're still just doing three miles an hour, okay, or stopping. And so, he had this heart attack. So, we stopped at a place where we— then he goes unconscious at the wheel. And so, I turned the engine off. I get my foot over there to get the brake and then I pulled the other one and we get out and we couldn't get out on the downside of the hill or we would fall down that ground. Okay? So, we had to get him out of there and the three of us got him physically out. He's unconscious. We get him into the back and then another guy came up and sat where I was, and I had already gone over and started the car up to go down the hill. Well, we finally got down the hill like over an hour to get down there. We get to the freeway. I took him to the hospital. I drove him to the hospital. We did. He was partially revived and partially conscious.

Jeff: Which hospital was he taken to? Rogue, or St. Mary's, or what?

Bill: The Rogue Hospital and that's where Mary had been for cancer there. And she had cancer twice when we were up there, but we were there fifteen years. Anyway, what I'm trying to say is what's extremely interesting about this event, at the next meeting that we had, standard meeting, we didn't even talk about the normal Navy league meeting part at all. We just talked about this meeting and what took place and lo and behold some of the people couldn't remember driving up the hill. Some of them couldn't remember the big yellow signs. Rick Holt's son along with other kids went over there that very night after we came back and stole all of the yellow signs and took 'em to school. Rick Holt's son was with the other kids and did this.

Jeff: What the heck. Yeah. All right.

Bill: And he was kind of a wild kid. But what I'm trying to say is the mayor didn't remember his getting a heart attack. He didn't remember us taking him to the hospital. So, his whole night couldn't remember the entire event. Okay? Rick Holt got a different version in his mind. He said the vehicles, the three vehicles, were space vehicles. They weren't helicopters.

Okay? He had a different version and then he couldn't remember where we went when we left. And I then tried to get him to tell me “Okay, what do you remember?” He remembers that something took place while we’re eating. I said, “What was it? Tell me what you saw.” Okay? He didn’t give me a good description like he didn't go out there with the rest of us. He went out there, but he doesn’t remember it. So, three or four of the other people, some of them remembered almost everything that I could remember. Others only could remember 20% of what happened. Now, who played with their minds to turn them off?

Jeff: It sounds like that that building may not have been what you perceived it to be and it was something else and it's probably long gone by now. It may have been a configuration of an ET craft and then it left after you left. It left and there may not be any— Could you find that place again now if you had to?

Bill: I don't think I could.

Jeff: Not without the signs.

Bill: But I think there’s a couple of ‘em out there who went back and their kids went there and they took 4-wheel drive cars up the side of this thing and got up to the top and they were asked very politely to please leave. So, the people that told them that were dressed very nice, extremely polite, and suggested that it’s too dangerous. Please drive extremely slow down the side of this and please don't come back.

Jeff: One wonders what’s underneath that mountain.

Bill: Yeah. What’s inside that mountain and how did this road change from this antique type of building, everything brown, even the carpeting was brown—

Jeff: Your memory is absolutely extraordinary. Yeah.

Bill: Well, all I'm saying is that a few of us remembered exactly what took place, but several of the people their whole mind was like turned off to what took place. This is mind control again. And again, I am saying that people don't realize that they're using mind control on us. They are.

Jeff: Oh sure.

Bill: But for them to do this with this Navy league council that was into extraterrestrial like what was the real intent? Not what they said, but what was the real intent?

Jeff: Uh-huh. You were taken out there, yeah, for some reason. I’m gonna try and get in touch with Rick if he’s still around. I hope he is. He lives very

— I could get there in five minutes. It's very near. I've been up to this house. Not in it, but to it. I know where he lives. We'll find out if he's there.

Bill: I think he lost the last—

Jeff: Yeah. Well, it wasn't the last one. It was several elections ago. He was defeated. Yeah.

Bill: And he was around for quite a while, then nobody could find him. And I talked to his son and his son mentioned that he had gone to Goldwater's house—

Jeff: Arizona?

Bill: …and talked to Goldwater. Yeah. But he had come back and then he fought the second time that he went back there. The son said that. And we ever did get—

Jeff: I'll look into it tomorrow, Bill. I'll let you know.

Bill: Okay.

Jeff: Yeah. Go ahead You have some more? Go ahead.

Bill: Just one thing. It's just extremely interesting where you're calling from right now. This is unreal.

Jeff: Well, it's totally weird. I mean, to have spoken to Rick Holt, to have been to his house, to have been here when you were. I don't know what years those would have been. On the `80s I assume.

Bill: Yeah.

Jeff: `80s and `90s when—

Bill: Yeah. We've been here now another eighteen years back in San Diego.

Jeff: You probably saw me. I was the television news director and anchorman for the NBC television station in Medford every night on the air twice a night doing the news. So, you may have seen me.

Bill: One of your Navy league fellow's officers, actually, he's president *(inaudible).* I think he had your position on radio.

Jeff: No. I was television.

Bill: Okay.

Jeff: I was on television. Anyway.

Bill: Very interesting. Very interesting. Wow. We're closing loops here.

Jeff: Yeah. Well, I will do what I can to find out about Rick for you for sure.

Bill: I appreciate it.

Jeff: You know what? They say there are no coincidences. I don't have the

answers, but I tend to believe that.

Bill: I do too.

Jeff: This is pretty wild. Yeah. Let me bring Frank and George back on here. Frank Chille, are you there?

Frank: I am here.

Jeff: Okay. Let's get that cellphone working if we can so we can understand. That's quite a luncheon story.

Frank: My God. Jeff, I gotta tell you what triggered it too. There are so many synchronicities in this story. I called Bill this afternoon and I had sent him some documents that some of them I have gotten from your website regarding the meeting that ***(inaudible)*** had had with Goldwater at a lunch where Goldwater was asking Clark about the German scientists about Debus, who been talking about Aldebaran. And when Bill started reading that stuff, it triggered a recall of that luncheon event. And he said, "You think I could tell that tonight?" I said, "You have to tell that story tonight."

Jeff: That's wild. I know our paths have crossed and I was on the air every night on the local television station here and doing the news. And I think at the same time that Bill was here. Okay. We need to bring George on here now. George, are you still awake there? Hello, George. George may have— It's pretty late back there.

George: I'm here.

Jeff: There you are. Hi. Okay. Welcome back, George. What do you think about these remarkable events that we're hearing about?

George: Well, the part about going to another planet sounds funny, but I've probably talked to fifty people who claim stories like that. And of course, you know—

Jeff: Well, it just takes one.

George: The first fifty, you kind of question. And after that, you just kind of think it is a normal type thing. I often ask what does it look like on the other planet. I don't know if we have time to mention that.

Jeff: Yeah. We got time. Tell us about that city you looked down upon -- that futuristic city and that was obviously out of our solar system somewhere.

Bill: Someplace. Yeah. Actually, different people saw different things. And so, I can just say my version. A number of others got close to what I said. It was an enormous facility. And it had futuristic architecture for everything that was there. And almost everything was transparent. It could have been glass or some other material. And there were all kinds of vehicles

that were moving in the city. Different shaped vehicles like what we call buses, but they're floating. And there weren't any trucks. And you didn't see trucks or that sort of thing, but everything was brilliant colors and brilliant facilities. Just gorgeous.

Jeff: And your perspective was that? A mile over the city, something like that, or closer to it?

Bill: Yes. Yeah. And we parked there. They parked us there, whatever. So then, we started to move. And as soon as we started to move, we were back in the old building.

Jeff: Just like that.

Bill: It was absolutely gorgeous. Now, I want to just say one other thing. My address of the last place was 1553—

Jeff: Oh, no. You don't need to give this out over the air. You can get it to Frank. He can get it to me. We don't want anybody bothered who may be living there.

Bill: Okay. You're right. Okay.

Jeff: So, just give it to Frank and I'll—

Bill: I'll give it to Frank.

Jeff: Yeah. Now, we haven't even touched upon our conversation timeline for tonight, but, oh, so many different things. I got to list time travel and all that. We'll have to do that next time. You might talk just in general terms about aerospace companies and how they approach the concept of time travel. Was this TRW, or was this Lockheed, or was this Douglas, or was it well known? And we'll talk about Dr. Debus and the others next time as well.

Bill: Okay. Just one thing about the companies. They were all involved in this. And the write-up that Frank has brought about the Lockheed effort is extremely accurate and I just have to say— whoever put it together they did it exactly as it was. The only difference is that the other companies were involved more doing the same thing and particularly Northrop Grumman. And I would say Northrop Grumman might be 50% more. Roughly the same thing. And North American is involved in it. Even Boeing up at Seattle is involved. And so, it's not just one company. Even a little bit of the San Diego facility at that time was *(inaudible).* Most people were also involved heavily with the facility across the bay, Naval Air Station San Diego. And it was very convenient for us to work directly with them because we'd just take a boat across.

Time travel

Jeff: Bill, excuse me. What kinds of time travel things— we have about ten minutes here— were you privy too that you knew were going on with these companies? Was time travel actually occurring or was it being dealt with hypothetically and mathematically like something Caltech would postulate about or was it really going on?

Bill: Well, there was both of your suggestions going on. There were people in Caltech that were just studying it, but there are other people in Caltech out of the Navy facility, China Lake, who were working with the Navy on programs that would allow them to have missions to other stars in the galaxy. And so, any of these then would come up with the statement that's like time travel and what's the vehicle, what's the mission, what's the time, what's the location. All of that was being studied right at Pasadena, but it was being implemented on at China Lake and Area 51. And so, you have different people and different companies with different spaceships that they're designing that are gonna operate in different manners. And so if you have a vehicle that's gonna go from here to say Alpha Centauri, you have to cruise at some speed and time is going to be different. Totally different. So, like the Solar Warden people who, when they come back from the 20-year Navy space battle groups and they're given permission to come back to earth, they come back over a 3- to 6-week time period where their brain has everything that they did removed. And so now, they can sign up like they did twenty years ago when they're twenty-one years old and now back to twenty-one years old. So, you have the reverse of time travel in that event. Again, that alone substantiates time travel.

Jeff: So, was time travel being discussed at levels that you were familiar with and involved with as being a real and accessible mode that we were dealing with or was it still hypothetical? You say that people were transported to other stars, other galaxies. Now, that's not necessarily time travel, but it is travel.

Bill: Well, yes, but you move into a different sector of the galaxy and then the situation of moving to other galaxies and then this goes on to where; how many galaxies do you have in the universe?

Jeff: Too many to count. Yeah.

Bill: Wait a minute. Wait a minute. And then it went on to other universes which are like boxed in next to us.

Jeff: Pages in the book.

Bill: And so, what we're saying is that this is a whole different thing that's taking place. Like the other thing we discussed tonight where people— they live longer. And so, that's the extended life program.

Jeff: Bill, may I indulge and ask you again and you can tell me I'm not gonna answer that, are you doing anything of an extraterrestrial nature to help you stay so healthy? Did you learn anything from these people or did our own people come up with things? Your mind is so sharp. Your memory is so full and clear. I'm just wondering if— and you don't have to tell me. You say it's none of your damn business. But are you doing anything that you learned about that the average person wouldn't have access to?

Bill: I have to say no. I'm not doing anything different. I'm taking somebody's suggestion telepathically. And what that is, is a few things where you simply don't smoke, you don't drink, and you try to do some amount of exercise, which everybody that's nonsmokers are doing this and can have a longer life.

Jeff: Oh, you can add twenty years on your life if I stop processed food, meat, dairy, smoking, drinking. Sure. It's not a secret.

Bill: Yeah. But I'm just saying there's nothing secret about it. And we have this option. And for some reason, a lot of people don't accept it. Mary's brother, my girlfriend, okay, he was smoking when he was nine years old and he drank like a fish**.** So, he died at forty-seven. He was brilliant. We met. He's a brilliant guy. He worked at North American's Rocketdyne. He hit it up as a manager. The space equipment electronics system. And he died. I mean, this is insane. I don't think—

Jeff: He consumed himself with poison and toxins. Now, Rocketdyne, there's another fascinating story. There's a lot going on underground at Rocketdyne. That's the site of one of the worst nuclear accidents in American history that no one talks about. They had a meltdown there I guess in the late `50s, early `60s. Rocketdyne was also the site and this goes back to 1996 or 1997 of a space craft that landed there. It was witnessed by an Air Force general who is retired who put on his uniform the next day and went up there and was— first day he went up there the day of the event and the military at the scene had secured the location up in the Santa Susana Mountains and they wouldn't let him through. And they said, "Sorry, sir, you have to go back." They were turning everyone away. They were trying to drive up to the side of what appeared to be the location of this craft that came down. It was giving

off sparks and coming down. This is over Los Angeles and it landed in the mountains there. Well, he got angry and he went back the next afternoon in his uniform and all of a sudden, this guard— And he said all the guards there were wearing non-insignia uniforms. They all looked the same, perfect health, perfect specimens. And he went up to this one and the guard immediately in his uniform snapped to attention and saluted him. And he said, “Son, I want you to tell me exactly what the hell's going on up here.” And the guard told him. He said, “All I'm permitted to tell you, sir, is that a spacecraft was in trouble. It landed here last night. It was repaired and it has gone.” That's all they would tell him but this I got from eyewitnesses and direct communication with this guy. So, anyway, Rocketdyne, you mention that all kinds of things going on there. Not so much anymore, but you never know when you come up to a place and it says Rocketdyne or whatever it says now. And the owners are the Department of Energy, and Department of Defense, and Boeing Aircraft. So, what do you think is going on up there? Pretty obvious.

Bill: Well, actually, when I worked for North American after I got fired from Douglas, I started to work the next week again from Dr. Debus’ recommendation. I worked most of the time for four years at Rocketdyne.

Jeff: Oh, my.

Bill: I was an adviser over at the valley where the space shuttle came from. And so, there were dozens of different designs for space shuttles. Many of the military naval vehicles. And they haven’t been broadcasted.

Jeff: There are a lot of things that you still can't talk about, Bill, obviously. For one reason or another, you're not fully able or willing— and it's fine— to disclose some things that you know about. You've let so much out and given so much information already. That's enough. It's enough to write a book, Bill, or three or four books which I know you're working on. So, wow.

Bill: Yeah. That’s what we’re doing right now.

Jeff: Well, we wanna thank Dr. Bob Wood who was also at Douglas when my dad was there and his son, Ryan, and all the work they've done and obviously a great help to you. We're just about out of time. I got to get one final word from George and Frank and then you stay right there. We'll come right back to you. George let's wrap it up here. What do you think?

George: Well, I think it's a matter of keeping your mind open to all kinds of possibilities, you know. Bill’s got a lot of inside information and that’s the key, is he’s in the right place at the right time. And that’s what I often go by.

If the person is at the right place at the right time, what he knows he’s worth —

Jeff: Like you were coming down the elevator in that department store and scaring that poor extraterrestrial woman half to death. That’s the right place at the right time.

George: I used to go into General LeMay’s office regularly and I just happen to think that he had some beautiful secretaries.

Jeff: You said that last time. I got it. You’ll never forget when you see what’s going on. George, thank you very much.

George: They tie into what he knows.

Jeff: Well, it probably does. Thanks, George. Talk to you next time.

Jeff: Frank, thank you very much for helping put this together tonight. Another fascinating journey with William Tompkins and will hopefully next time get to some of these topics we were supposed to get to tonight.
Well, astounding would describe William Tompkins’, Bill’s mind. His recall, his detail. Just it's amazing. Amazing. Thank you, Frank.

Frank: My pleasure, Jeff. More to come.

Jeff: Okay. And Bill Tompkins, I'll be in touch with you. Let that address be known to Frank if you would and I'll find out about Rick and let you know.

Bill: Thank you. Thank you. You’re a gentleman and a scholar. Thank you.

Jeff: No problem. All right. Take care. Good night, Bill.

Bill: Right. Good night.

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